



CITY OF SHASTA LAKE

GENERAL PLAN & FINAL ENVIRONMENTAL IMPACT REPORT SCH #98112019

June 15, 1999

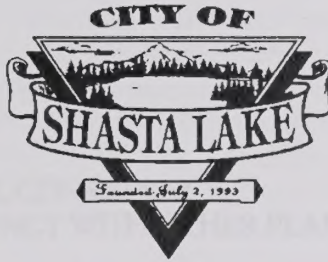


Diaz Associates
Land Use and Environmental Planning



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CITY OF SHASTA LAKE

GENERAL PLAN

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I. INTRODUCTION

On July 2, 1993, the City of Shasta Lake incorporated and adopted the Shasta County General Plan on an interim basis. The initial City budget recommended funding for the preparation of the City of Shasta Lake General Plan, but due to a dispute with Shasta County over LAFCo approved terms of incorporation revenue transfer amounts, funds to prepare the revision to the General Plan were not available. Due to the uncertainty of funding availability, on May 7, 1996, the City Council adopted the County General Plan and Zoning Regulations for an indeterminate period per Government Code Section 65301(a). Due to an April 1997 judicial ruling, the City was able to provide the necessary funding to revise the General Plan in a comprehensive manner.

On April 1, 1997 the City Council conducted a public hearing and adopted Resolution CC-97-81 to file a request for a two-year extension to the State of California Office of Planning and Research (OPR) to revise and adopt the General Plan. On April 25, 1997, the request was approved. In November of 1997, the City Council authorized the General Plan revision effort to commence. Diaz Associates was selected to spearhead the General Plan Revision effort and in December 1997, the General Plan revision process began with the appointment of a General Plan Task Force comprised of Planning Commission Members to oversee the preparation of the Plan. The General Plan Task Force completed a series of eight public hearings and workshops which led to the acceptance of the *Draft General Plan Goals, Objectives, Policies, and Implementation Measures* and the *Land Use and Circulation Map* to be circulated for public review and comment.

On November 3, 1998, the *Notice of Preparation* and *Initial Study* determination to prepare an environmental impact report was distributed to local agencies and organizations, the State Clearinghouse, and made available to interested citizens. A scoping session was held on November 10, 1998. The comment period ended on December 11, 1998 and only one comment letter was received.

On February 5, 1999, an Administrative Draft General Plan was completed and distributed for Planning Commission review on February 10. An Administrative Draft Environmental Impact Report was provided on February 19. At public meetings held on March 3, 10 and 17 the Planning Commission provided input on the two documents and formally authorized their distribution for formal public review and comment on March 17, 1999. On March 29, the Draft Environmental Impact Report (DEIR) was submitted to the State Clearinghouse for distribution and commencement of the 45-day public review and comment period. The review period ended on May 12, 1999. On May 20, 1999 the Planning Commission recommended to the City Council certification of the Final EIR and adoption of the Draft General Plan. The City Council conducted a public hearing on June 1 to obtain public input. On June 15, 1999 the City Council certified the Final EIR and adopted the General Plan. During the time period beginning on December 4, 1997, when the first public workshop was held and ending on May 20, 1999 when the General Plan was adopted, a total of 20 public workshops and public hearings were conducted.

A. PURPOSE

California State law (Government Code Section 65300) requires the City of Shasta Lake to adopt a general plan "for the physical development of the city, and any land outside its boundaries which . . . bears relation to its planning." The general plan serves as a "constitution" for development, the foundation upon which all land use decisions are to be based. It expresses community development goals and embodies public policy relative to the distribution of future land use, both public and private. In summary, it is a statement of the City's vision of its physical growth over the next 20 years to the Year 2020.

The City of Shasta Lake General Plan will serve to:

- Establish long-range development policies;
- Provide the Planning Commission and City Council a basis for judging whether specific private development proposals and public projects are consistent with the policies;
- Guide public agencies and private developers in designing projects that are consistent with City policies;
- Provide a basis for decision making, including a nexus to support development exactions as required by *Nollan v. California Coastal Commission* (1987) 107 S. Ct. 3141;
- Provide citizens with opportunities to participate in the planning and decision-making processes of the City; and,
- Inform citizens, developers, decision-makers, the City of Redding and Shasta County and other public agencies of the "ground rules" that will guide development within the City.

The General Plan was designed to be:

- Long range in nature since almost any development decision has effects lasting for more than several years;
- Comprehensive since the Plan must provide direction to coordinate all major components of the City's physical development; and,
- General because although it serves as a framework for detailed public and development proposals, it establishes requirements for additional planning studies which must be completed prior to any future actions to modify land use allocations.
- Simple in format so that the Community can have a clear and concise understanding of its contents.

B. CONTENTS

A general plan is required by State law to address the following seven elements briefly summarized as follows:

- The *Land Use Element* designates the general distribution and intensity of uses of the land for housing, business, industry, open space, education, public buildings and grounds, waste disposal facilities, and other categories of public and private uses.
- The *Circulation Element* is correlated with the land use element and identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities.
- The *Housing Element* is a comprehensive assessment of current and projected housing needs for all segments of the community and all economic groups. In addition, it embodies policy for providing adequate housing and includes action programs for this purpose.
- The *Conservation Element* addresses the conservation, development, and use of natural resources including water, forests, soils, rivers, and mineral deposits.

- The *Open Space Element* details plans and measures for preserving open space for natural resources, the managed production of resources, outdoor recreation, public health and safety, and the identification of agricultural land.
- The *Noise Element* identifies and appraises noise problems within the community and forms the basis for land use distribution.
- The *Safety Element* establishes policies and programs to protect the community from risks associated with seismic, geologic, flood, and fire hazards.

In addition to the general plan elements listed above, the City may adopt "any other elements or address any other subjects which...relate to the physical development of the county or city" (Government Code Section 65303). Upon adoption, an optional element becomes an integral part of the general plan and has the same force and effect as the mandatory elements and must be consistent with the other elements of the plan.

In spite of the lack of sufficient funds to revise the General Plan in a comprehensive manner, the mandatory *Circulation* and *Housing Elements* were revised and adopted on April 1, 1997 and June 16, 1998, respectively. An optional *Air Quality Element* was adopted on October 17, 1995. The funding for the preparation of these Elements was derived primarily from grants.

The *City of Shasta Lake General Plan Revision* addresses all of the mandatory elements and incorporates the mandatory *Housing and Circulation Elements* and the optional *Air Quality Element* into the Plan. In addition, a *Parks and Recreation Element* is integrated into the Plan.

- The *Parks and Recreation Element* is closely linked with the Open Space Element since plentiful, well-designed parks and recreation facilities contribute to the quality of life in the community and help to preserve natural features and habitat areas.

C. FORMAT

Some local governments adopt their general plan elements individually. However, due to the nature of the state's general plan statutes, a number of issues (such as flooding) have to be addressed more than once. This results in needless duplication and bulk, and makes administration difficult. Therefore, the City of Shasta Lake has combined elements so that the General Plan is adopted as a single general plan document arranged by primary issue topics within which each element is addressed. The format addresses all the mandatory general plan elements, but is organized to eliminate redundancies, where possible.

Support documentation for the General Plan is provided in the following documents, which provide background information and analyses and are an integral part of the General Plan. The documents are provided under separate cover.

- *City of Shasta Lake General Plan Existing Conditions Report*. July 27, 1998 and amended on September 9, 1999.
- *City of Shasta Lake General Plan Revision Land Use Alternatives Working Papers*. July 27, 1998.

The following identifies how the various general plan elements and maps were consolidated to reduce redundancy. Mandatory general plan elements are indicated with an asterisk. Goals, objectives, policies and implementation measures are organized under the primary issue topics.

Natural Resources Group

- Conservation*
 - Minerals
 - Energy
 - Water Resources & Quality
- Open Space*
 - Fish, Wildlife & Vegetation
 - Open Space, Parks & Recreation
 - Heritage Resources

Health and Safety Group

- Safety*
 - Seismic & Geologic Hazards
 - Flood Protection
 - Dam Failure Inundation
 - Fire Safety & Sheriff Protection
 - Hazardous Materials
- Noise*
- Air Quality

Community Organization Group

- Land Use*
 - Public Services & Facilities
- Circulation*
- Housing*

Land Use and Circulation Map

The *City of Shasta Lake's Land Use and Circulation Map*, located at the back of this document, is an integral part of the General Plan. Normally these maps are separate, however, to clearly identify the relationship of land use to circulation the maps were combined into one. The *Map* identifies the type of land use permitted on each property covered by the General Plan. The circulation component of the *Map* identifies current and proposed arterial and collector streets, or other roadways as well as rail lines and the conceptual location of trail systems. Other pertinent features of the *Land Use and Circulation Map* include the location of existing and proposed parks, public schools, and other public services and facilities.

D. CONSISTENCY

INTERNAL CONSISTENCY

The *State of California General Plan Guidelines* provide a clear discussion regarding the general plan consistency issue. The concept of internal consistency, as used in California Planning Law, means that no policy conflicts exist, either textual or diagrammatic, between the

components of an otherwise complete and adequate general plan. Without consistency in the five areas described below, a general plan cannot effectively serve as a clear guide to future development. Decision-makers will face conflicting directives; citizens will be confused about the policies and standards the community has selected; and land owners, business, and industry will be unable to rely on the general plan's stated priorities and standards for their own individual decision making.

Equal Status among General Plan Elements

All elements of the general plan have equal legal status. For example, the land use and open space elements cannot contain different land use intensity standards rationalized by statements such as "if in any instance there is a conflict between the land use element and the open space element, the land use element controls"

Consistency among the Elements (Inter-element Consistency)

All general plan elements, whether mandatory or optional, must be consistent with each other. As an example, the land use and open space elements should not designate different future land uses for the same site. Whenever a jurisdiction adopts a new element or amends part of a plan, it should update the rest of the plan at the same time, or immediately thereafter. It must eliminate any inconsistencies that the new element or amendment creates.

Consistency within an Element (Intra-element Consistency)

Each element's data, analyses, goals, policies, and implementation programs, must be consistent with and complement one another. Established goals, data, and analysis form the foundation for any ensuing policies. For example, if one portion of a circulation element indicates that city roads are sufficient to accommodate the projected level of traffic, while another section of the same element describes a worsening traffic situation aggravated by continued subdivision activity, the element cannot be internally consistent.

Area Plan Consistency

Internal consistency also means that all principles, goals, objectives, policies, and plan proposals set forth in an area or community plan must be consistent with the overall general plan.

Text and Diagram Consistency

Internal consistency means that the general plan text and diagrams must be consistent with one another since both are integral parts of the plan. A general plan with written policies and programs that conflict with its corresponding diagrams is internally inconsistent. For example, if a general plan's land use element diagram *designates* extensive low density residential development in an area where the text describes the presence of prime agricultural land, and *further* contains written policies to preserve agricultural land or open space in this area, a conflict exists.

All land use regulations and plans must be consistent with the general plan. These include zoning ordinances, subdivision ordinances, specific and area plans, and redevelopment plans. Ensuring that existing ordinances and plans are consistent with the general plan is one method of implementing the general plan's policies. Other methods include development of new ordinances, plans, financing programs,

capital improvement programming, code enforcement, and the entitlement process. The General Plan identifies implementation measures or programs.

CONSISTENCY WITH OTHER PLANNING PROCESSES

To be an effective guide for future development, the general plan must provide a framework for local development that is consistent with the policies of relevant State, regional, and local programs and regulatory agencies. The General Plan takes into consideration the following plans or regulations:

- Federal Emergency Management Agency (FEMA) Maps
- Integrated Solid Waste Management Plan
- Local Agency Formation Commission (LAFCO) Sphere of Influence
- Regional Housing Needs Assessment
- Surface Mining and Reclamation Act (SMARA)
- Shasta County Air Quality Attainment Plan
- Shasta County Congestion Management Plan
- Shasta County Hazardous Waste Management Plan
- Shasta County Regional Transportation Plan

In addition, the general plan is subject to the requirements of the *California Environmental Quality Act (CEQA)*. A separately bound environmental impact report (EIR) has been prepared in compliance with *CEQA* requirements to evaluate and disclose the environmental impacts associated with implementation of the General Plan.

E. DEFINITIONS

The general plan defines key terms that are used repeatedly throughout the text. The following terms are defined as used within the context of a general plan.

Goal

A goal is a broad, generalized expression of commonly held community values. Since a goal is broadly stated, disagreement regarding a goal tends to be uncommon.

Objectives

Objectives are similar to goals and frequently the two terms are used interchangeably. As used in the general plan, however, an objective is a more narrowly drawn expression of community intent. One goal may imply two or more objectives, each responsive to a particular aspect of a more broadly stated goal. For example, a community goal might be *Protection of natural resources*. A related objective could be *Prevention of erosion, which leads to loss of soils, degradation of water quality, and destruction of wildlife habitats*. It should be noted that the existing City of Shasta Lake Housing and Circulation Elements used goals to describe objectives.

Policy

A policy is a precise statement of public regulatory powers and fiscal resources that will be exercised and allocated to achieve a specific objective. Policies may be expressed in text, maps, diagrams, or some combination thereof. Since policies are tangible, they can be quantitatively

measured. It is important to note that some policies are more specific than others. Examples of policies relating to the previous examples of goal and objective include, *Construction practices shall provide for the impoundment of storm waters and removal of sediment prior to discharge into creeks, and development shall not be permitted on highly erosive soil when slopes exceed 15% (or some other specified limit).*

The policies contained in the general plan are expressed in terms of *shall* or *should*. There is an important distinction between these two terms. As used in the general plan, *shall* indicates an unequivocal commitment, while *should* indicates a guide toward accomplishing a long-range goal.

Implementation

The final link in the hierarchy running from an objective to its physical realization is provided by implementation. Although implementation is commonly spoken of in terms of programs implying a long-term effort, it may be of much shorter duration and simply be referred to as a measure. In any event, implementation programs and measures are concerned with the specific actions necessary for accomplishment within a definite time. Examples of implementation measures include *Revision of the zoning and grading ordinances or the development standards.*

GENERAL OBJECTIVES

The function of the following objectives is to provide guidelines for the implementation of the General Plan and the question of the planning process. These objectives are attached as part of the General Plan.

- 1-1 To ensure that planning is a comprehensive process that is derived from public policies clearly stated in the General Plan and includes the application of these policies to lands within the City and Sphere of Influence through redevelopment, zoning, subdivision, and other mechanisms and regulations.
- 1-2 To develop a General Plan which is both annually updated and of a dynamic and which provides the policy base for the redevelopment, zoning, subdivision, and other implementing mechanisms and regulations.
- 1-3 To develop public laws and ordinances that the objectives, policies, and implementation measures shall be faithfully adhered to and regularly applied to all land use matters.
- 1-4 To provide public assurance that the General Plan shall be applied in a manner that respects to local conditions and local concerns through the interpretation of its policies, but not within well-defined and understood limits intended to preserve the overall integrity of the plan.
- 1-5 To develop a planning process that meets short-term pressures created by public concern to modify the General Plan, but is capable of thoughtfully responding to significantly changing conditions or community needs.

II. GENERAL GOALS AND OBJECTIVES

A. GENERAL GOALS

There are four existing major ideas, or concepts that provide a summary or overview of what the General Plan is attempting to accomplish and why. There are four major goals that the General Plan advances.

- Goal 1 Preserve and enhance the quality of life by providing a variety of living environments and accommodating growth.
- Goal 2 Geographic distribution and the timing of growth shall be directly related to the provision and/or improvement of public facilities, services and utilities.
- Goal 3 Recognition that the general plan is a decision-making tool which will be reviewed and revised periodically.
- Goal 4 Apply an interjurisdictional approach to planning issues.

B. GENERAL OBJECTIVES

The function of the following objectives is to provide guidelines for the implementation of the General Plan and the operation of the planning process. These objectives are advanced as part of the General Plan.

- 1-1 To insure that planning is a comprehensive process that is derived from public policies clearly stated in the General Plan and includes the application of these policies to lands within the City and Sphere of Influence through redevelopment, zoning, subdivision, and other mechanisms and regulations.
- 1-2 To develop a General Plan which is both internally consistent among all its elements and which provides the policy basis for the redevelopment, zoning, subdivision, and other implementing mechanisms and ordinances.
- 1-3 To develop public trust and confidence that the objectives, policies, and implementation measures shall be faithfully adhered to and equitably applied to all land use matters.
- 1-4 To provide public assurance that the General Plan shall be applied in a manner that responds to local conditions and local concerns through the interpretation of its policies, but only within well-defined and understood limits intended to preserve the overall integrity of the plan.
- I-5 To develop a planning process that resists short-term pressures exerted by narrow interests to modify the General Plan, but is capable of thoughtfully responding to significantly changing conditions or community needs.

- 1-6 To insure that administration of the planning process is characterized by:
- The efficient and expeditious handling of planning matters through the coordination and communication of the various departments and divisions of the City and other government agencies
 - Timely and decisive action on all planning matters.
- 1-7 To promote a planning process which is accessible to all citizens.
- 1-8 To fashion a planning process that recognizes the continuing need for citizen review of the objectives, policies, and implementation measures contained in the General Plan.
- 1-9 To convert the General Plan land use boundaries to precise zoning boundaries through the use of natural and man-made physical boundaries such as creeks, ridges, roads, etc., and non-physical boundaries such as property lines, section lines, etc.

II. GENERAL OBJECTIVES

The purpose of the following objectives is to provide guidance for the implementation of the General Plan and the operation of the planning process. These objectives are intended to be part of the General Plan.

1-1 To insure that planning is a comprehensive process that is derived from public policies already stated in the General Plan and includes the participation of those policies to those within the City and State of California through various channels, including advisory, advisory, and other mechanisms and programs.

1-2 To develop a General Plan which is both forward-looking and responsive to the needs of the community and which provides the policy basis for the implementation of long-range and short-range planning and development.

1-3 To develop and implement policies and programs that are consistent with the objectives and purposes of the General Plan and which are designed to meet the needs of the community and the State of California.

1-4 To provide public information and education to the community and to the State of California through the use of various media and to the community and the State of California through the use of various media and to the community and the State of California through the use of various media.

1-5 To develop a planning process that is consistent with the objectives and purposes of the General Plan and which is designed to meet the needs of the community and the State of California.

III. OBJECTIVES, POLICIES AND IMPLEMENTATION MEASURES

As previously identified, the City of Shasta Lake has combined general plan elements so that the General Plan is adopted as a single document arranged by primary issue topics within which each general plan element is addressed. The topics are Natural Resources Group, Public Health and Safety Group, and Community Organization Group. Prior to the establishment of *Goals, Objectives, Policies* and *Implementation Measures* for the General Plan, the General Plan Task Force, after a series of public workshops, identified a series of key issues that needed to be evaluated for consideration and inclusion in the General Plan. Open space, parks and recreation, land use, public services and facilities, circulation, and housing were the areas identified as being of most concern. Therefore, prior to the identification of *Objectives* and *Policies*, the issues of concern will be briefly discussed when they specifically relate to a General Plan Element. Background information, existing conditions, and analyses are provided in two documents that are an integral part of the General Plan and are provided under separate cover. The two documents are the *City of Shasta Lake General Plan Existing Conditions Report* dated July 27, 1998 and amended on September 9, 1999 and the July 27, 1998 *City of Shasta Lake General Plan Revision Land Use Alternatives Working Papers*.

A. NATURAL RESOURCES GROUP

CONSERVATION

MINERALS

Objectives

- M-1 Protect known significant mineral resources from land uses both onsite and offsite, which would be incompatible with mining operations.

Policies

- M-a Large-scale mineral resource areas shall be designated *Mineral Resource*. Based on the results of mineral resource exploration, additional lands may be placed in this category and lands presently subject to this category may be removed from it. Uses permitted in these areas shall include mineral exploration and extraction, processing, and accessory uses. Residential uses may be permitted for security and labor housing.
- M-b Development and uses within and abutting *Mineral Resource* lands shall be regulated so that proposed future land uses avoid or mitigate incompatibilities with mineral extraction operations.
- M-c Upon classification by the State Geologist of any land area as a *Mineral Resource Zone (MRZ)* or *Scientific Resource Zones (SZ)*, pursuant to the State Mining and Reclamation Act, the City shall apply the mineral resource category to areas classified as *MRZ-2* or *SZ*.
- M-d All approved mining or mineral extraction operations shall have a reclamation plan for the rehabilitation, reuse, erosion control, and water quality protection of mineral resource lands.

- M-e Ensure that mining operations are conducted in a manner which protect the public health, safety, and welfare by minimizing impacts on adjacent land uses and mitigating potential adverse cumulative impacts.

Implementation Measures

- M-(1) If aggregate mineral resources of regional or statewide significance are identified by the state, the General Plan should be amended, where appropriate, and zoning regulation should be applied permitting extraction as a conditional use and prohibiting incompatible uses, consistent with state law.

ENERGY

Objectives

- E-1 Utilize the City's renewable resource base to the extent feasible, including passive and active solar, wind, co-generation, and biomass.
- E-2 Conserve nonrenewable energy resources, specifically raw materials, transportation fuels, and land area, through the recovery and recycling of solid waste materials in a cost effective manner.

Policies

- E-a The City of Shasta Lake in conjunction with Shasta County and the City of Redding, shall work towards land use patterns that would support a regional transit route.
- E-b City government shall review its energy consumption performance and implement programs designed to increase energy efficiency.
- E-c City ordinances and regulations shall be reviewed to eliminate barriers to the use of renewable energy resources.
- E-d Priority shall be given to energy projects and programs that provide jobs and other economic benefits within the City.

Implementation Measures

- E-(1) Coordinate with the City Electric Department to educate the public about the need to conserve scarce energy resources, insulate buildings to reduce energy required for heating and cooling, and use energy-efficient appliances.
- E-(2) Require consideration of passive solar energy techniques in subdivision design; including house orientation, street and lot layout, vegetation and protection of solar access.
- E-(3) Continue to require new buildings to meet state energy efficiency standards, and develop a design manual showing examples of energy conservation in subdivision planning, site layout, landscaping, and building design.

- E-(4) Evaluate converting city-owned vehicles to alternative fuels within a specified period of time, subject to budget consideration, to reduce energy consumption.
- E-(5) Amend the zoning ordinance to permit alternative fuel/recharging facilities in *Commercial*, *Industrial*, and *Industrial Light* districts subject to appropriate standards.

WATER RESOURCES & QUALITY

Objectives

- W-1 Conserve and manage all surface and groundwater resources so that all City residents, both now and in the future, have reasonable assurances that an adequate quantity and quality of water exists.
- W-2 Develop and establish regional relationships to insure flexible water supply sources.

Policies

- W-a The City shall maintain standards for erosion and sediment control plans for development.
- W-b Septic systems, waste disposal sites, and other sources of hazardous or polluting materials shall be designed to prevent contamination to rivers, creeks, streams, reservoirs, or the groundwater basin in accordance with standards accepted by or imposed by the City, Shasta County Environmental Health Division and the State Regional Water Quality Control Board.
- W-c Preserve and/or enhance Central Valley Project water allocations.
- W-d The City shall work cooperatively with water agencies in Shasta County.

Implementation Measures

- W-(1) Continue to work with the Central Valley Regional Water Quality Control Board and Shasta County Environmental Health Department in the implementation of land use controls for the protection of groundwater quality.
- W-(2) Require new residential development at a density greater than one unit per acre and commercial and industrial areas annexed to the City be connected to the City's wastewater collection system. Develop an implementation plan for connection to the sewer system for existing residential development and individual houses where septic systems have failed.
- W-(3) Maintain an inventory of known sources of groundwater and soil contamination, including underground storage tanks, landfills, septic tanks, and industrial uses and prepare annual reports of groundwater quality and efforts being undertaken to eliminate groundwater and soil contamination.

- W-(4) In coordination with the Central Valley Regional Water Quality Control Board and the Department of Fish and Game, periodically monitor and prepare reports on surface water quality in Churn, Salt, and Moody Creeks.
- W-(5) Require the use of *Best Management Practices* to control runoff from all new development, including the issuance of building permits.
- W-(6) Continue requiring project proponents to provide plans for erosion and sedimentation control from their sites during construction.
- W-(7) Explore alternatives to storm water collection methods, including the use of detention/retention basins to implement the "no net runoff" concept.
- W-(8) Establish storm water run-off reduction standards for projects larger than five acres and incentives for "zero-net" storm water runoff, such as reduced storm drainage impact fees.

OPEN SPACE

FISH, WILDLIFE & VEGETATION

Objectives

- FW-1 Conserve and manage significant fish, wildlife and vegetation resources.
- FW-2 Recognize that wildlife habitat and development practices may on occasion conflict and shall need to be resolved according to policies specified in the General Plan.

Policies

- FW-a Significant wildlife habitat resources, to be determined through a comprehensive study or on a project by project basis, shall be classified on the General Plan Maps as *Natural Resources Protection-Habitat (NH)*.

In areas designated *NH*, residential units may be permitted at the density indicated on the land use map. If a project proponent agrees to cluster residential units, up to a 100 percent density bonus may be permitted if the parcels are clustered to the degree necessary to reduce the negative impacts on wildlife habitat. When the clustering option is utilized, the clustered parcels shall be sited to reduce the impacts on critical habitat elements such as wildlife watering sites, roost sites and nest concentrations. The balance of the land shall remain in open space. Recreation uses may also be conditionally permitted when identified significant adverse impacts on the habitat resource are mitigated.

- FW-b Projects that may impact rare, threatened or endangered plant or animal species, as officially designated by federal and state resource agencies, shall be designed or conditioned to avoid significant adverse impacts on those species.
- FW-c The significant creekside corridors in the City shall be designated on General Plan Maps.

Implementation Measures

- FW-(1) Prepare a *Best Practices Manual*, including general development standards and resources management guidelines for all sensitive habitats found in the City. Standards and Guidelines should be developed for the following habitat types: oak woodlands, riparian woodlands, vernal pools, emergent wetlands, riverine habitats, and open water.
- FW-(2) Ensure that open space corridors along creeks include protective buffers (non-development setbacks), preserve existing riparian vegetation through the environmental review process and require minimum setbacks from the top-of-bank along creeks. Specific setbacks and widths will be determined on a case by case basis. Input from resource agencies, including the Department of Fish and Game will be considered in determining the setback distance.
- FW-(3) Evaluate and implement, where feasible, means to minimize or avoid interference with sensitive wildlife on the urban fringe by domestic pets.
- FW-(4) Ensure that all new developments restrict the use of fencing in locations essential for wildlife movement and place structures so as to minimize interference with wildlife movement.
- FW-(5) Evaluate the establishment of regulations and development standards for *NH* lands and lands located adjacent to *NH* lands, including provisions for clustering of development, waiver of minimum-lot-width requirements, narrower local streets widths, and other techniques where these would enhance protection of sensitive habitats and resources.
- FW-(6) Evaluate the establishment of procedures for reviewing development applications in, or adjacent to, *NH* areas and for approving off-site mitigation to replace resources affected by development.
- FW-(7) Protect and preserve areas identified for *Natural Resources Protection-Habitat (NH)*. Evaluate amending the zoning ordinance to include habitat protection standards, particularly buffering, for sites abutting *Natural Resources Protection-Habitat*.
- FW-(8) Evaluate and implement, where feasible, linking *NH* areas with interconnecting open space corridors, particularly those which provide access to water sources and enhance overall biological diversity of the area.
- FW-(9) Evaluate the establishment of a fund for acquisition and/or maintenance of *Natural Resource Protection-Habitat* areas to ensure permanent protection, if tax revenues not otherwise committed can be allocated for the purpose. Also, explore the feasibility of establishing maintenance districts for ongoing management activities.
- FW-(10) Coordinate with the Shasta County Mosquito Abatement District to ensure that acceptable disease vector control measures are coordinated with preservation of resources such as wetlands, recognizing the community's interest in meeting federal and state wetlands protection policies.

- FW-(11) Coordinate with the Department of Fish and Game to ensure the preservation and enhancement of species of resident and anadromous fish in creeks within the City.

OPEN SPACE, PARKS & RECREATION

Open space, parks and recreation areas were specific areas of concern that were identified as being key to the development of the City of Shasta Lake. It was determined that open space, bike and trail routes, and flood plains needed to be carefully integrated with existing and proposed land uses. Areas needed to be designated as greenbelts to provide visual quality and as a means to preserve natural habitat. Clearly identified was the need for sufficient parkland to accommodate future development needs. However, it was determined that there currently exists a need for neighborhood parks, particularly in the developing areas of the City. Lastly, facilities to provide off-road bicycle recreation opportunities were also an identified need. Objectives and Policies evolved that would specifically address these areas of concern.

Objectives

- OSR-1 Conserve and manage the open-space and recreation resources of the City of Shasta Lake for the use and enjoyment by City residents and visitors both now and in the future.
- OSR-2 Provide public access to open-space and recreation resources consistent with the need to protect these resources and consider the rights of private property owners.
- OSR-3 Establish, integrate, and maintain "natural" and "man-made" greenbelt areas along existing creeks, floodplains, natural open space areas, certain roadways, bike and trail systems.
- OSR-4 Link existing and future development in a manner that provides open space and recreational opportunities.
- OSR-5 Provide sufficient park facilities to serve the City's population.

Policies

- OSR-a Parks and recreation systems, planning, acquisition, development, and operation should be coordinated among City, Shasta County, state and federal governments, as well as schools and special districts, and should take advantage of opportunities for linkages between publicly owned parks and publicly owned state and federal lands.
- OSR-b The significant creek and streamside corridors in the City of Shasta Lake shall be designated on the General Plan Maps. The primary purpose of this designation is to protect the riparian habitats from development. The purpose is also to encourage open space and recreation. Riparian habitat protection along the significant river and creekside corridors as designated on the plan maps shall be achieved, where appropriate.

The following measures are identified to provide the riparian habitat protection:

- regulation of vegetation removal
- design of grading and road construction
- establishment of a development set-back
- the siting of structures, including clustering.

OSR-c The locations of existing and proposed large-scale community recreation facilities shall be designated on General Plan Maps as *Natural Resources Protection Community Parks (NP)*.

OSR-d The City may require the dedication of land and/or improvement of open space, parks, or the payment of in lieu-fees in accordance with City development standards as part of the entitlement and/or building permit process.

OSR-e Provide for neighborhood parks.

OSR-f Provide off-road pedestrian and non-motorized bike facilities, where feasible and practicable.

Implementation Measures

OSR-(1) Provide 5 acres of neighborhood, community, and creekside parks per 1,000 new residents. Strive to maintain a neighborhood park standard of at least 0.9 acres per 1,000 new residents

OSR-(2) Evaluate the establishment of a park and recreation fee on non-residential development projects commensurate with expected use of such facilities by employees in such projects.

OSR-(3) Evaluate the feasibility of developing smaller neighborhood parks, of about two acres, in selected areas where a landscape maintenance district or other funding mechanisms can be utilized and where the development pattern lends itself to such facilities.

OSR-(4) The *Land Use Map* identifies a community park in the Pine Grove Avenue area along Churn Creek which would be a combination of natural open space, trails and formal park facilities. Residential and industrial development within the area would contribute to the development of the park. A landscape maintenance district or other funding mechanisms would be required to fund ongoing maintenance.

OSR-(5) Evaluate the establishment of a network of bike and trail systems extending throughout the City. The system will be a combination of the existing and future road and sidewalk system and through greenbelt areas along existing creeks, streams, floodplains, natural open space and *NH* and *NP* designated areas. Public access will be preserved through new and existing development to enable future use of such trails. The Circulation Map identifies the system that could be located along minor arterials and collector streets and within certain creek corridors. A parkway system could connect the Salt Creek and Churn Creek corridors along Pine Grove

Avenue and the future Shasta Gateway Industrial Drive (formerly Arrowhead Avenue) between Churn Creek and Cascade Boulevard.

OSR-(6) Require developers and/or property owners to waive their right to protest formation of landscape and lighting assessment or other City maintenance districts as a condition of approval of new development.

OSR-(7) Encourage development of future detention basins for joint storm water management/park use, where feasible, and require coordinated City review regarding the selection of sites for any detention basins and the use of storm water runoff controls built into the landscape, where appropriate.

HERITAGE RESOURCES

Objectives

HER-1 Conserve and manage significant prehistoric and historic cultural resources.

Policies

HER-a Development projects in areas containing known significant cultural resources shall be designed to minimize degradation of these resources. Where conflicts are unavoidable, mitigation measures, which reduce such impacts, shall be implemented. Possible mitigation measures may include clustering, buffer zones, and building siting requirements.

Implementation Measures

HER-(a) Require a records search for any development project proposed in areas of high archaeology sensitivity to determine whether the site contains known prehistoric or historic cultural resources and/or to determine the potential for discovery of additional cultural resources.

HER-(b) Require that sponsors of projects on sites where probable cause for discovery of archaeological resources (as indicated by records search and where resources have been discovered in the vicinity of the project) retain a consulting archaeologist to survey the project site. If unique resources, as defined by state law, are found, require preparation of an archaeological resource mitigation plan; monitor the project to ensure that mitigation measures are implemented.

B. PUBLIC HEALTH & SAFETY GROUP

SAFETY

SEISMIC & GEOLOGIC HAZARDS

Objectives

- SG-1 Protect development from seismic hazards; and protection of essential or critical structures, such as schools, public meeting facilities, emergency services, high-rise and high-density structures, by developing standards appropriate for such protection.
- SG-2 Avoid development on unstable slopes by developing standards for the location of development relative to these hazards.
- SG-3 Protect development from other geologic hazards, such as landslides, erosion and expansive soils.

Policies

- SG-a Comply with state seismic and building standards in the design and siting of critical facilities, including hospital facilities, police and fire stations, school facilities, hazardous material manufacture and storage facilities, bridges, and large public assembly halls. Require all new buildings in the City be built under the seismic requirements of the currently adopted codes.
- SG-b The City of Shasta Lake shall coordinate with county, state and federal agencies monitoring volcanic activity and hazards.
- SG-c Sedimentation and erosion from development shall be minimized through ordinances and implementation mechanisms as adopted by the City.
- SG-d When soil tests reveal the presence of expansive soils, require engineering design measures to eliminate or mitigate their impacts.

Implementation Measures

- SG-(1) Require all new buildings in the City to be built under the seismic requirements of the Uniform Building Code.

FLOOD PROTECTION

Objectives

- FL-1 Protect public health and safety, both on-site and downstream, from flooding through floodplain management which regulates the types of land uses which may locate in the floodplain, prescribes construction designs for floodplain development, and requires mitigation measures for development which would impact the floodplain by increasing runoff quantities.

Policies

- | | |
|------|--|
| FL-a | New development in floodplains shall be regulated through zoning regulations addressing land use type, density, and siting of structures. |
| FL-b | City of Shasta Lake flood control measures should advance, in so far as possible, the goals of providing for domestic and industrial water uses, recreation, resource conservation (including streamside vegetation and habitat) and the preservation of the scenic values of water resources. |
| FL-c | Flood control measures shall consist of channel diversions or limited floodplain designs, which avoid to the maximum extent feasible, alteration of creeks and their immediate environs. |
| FL-d | The City shall participate in region-wide emergency preparedness plans to protect the public from flooding hazards. |
| FL-e | The City shall participate in the preparation of a region-wide flood control drainage plan to reduce existing and future regional flooding. |
| FL-f | New critical or high occupancy structures (e.g., schools, hospitals) shall not be located in the 100 year floodplain unless those structures and supporting utilities are designed to prevent damage and service interruption during the 100 year flood. |
| FL-g | A Citywide Master Drainage Plan shall be prepared that will reduce existing and future flooding hazards. |
| FL-h | Flood Hazard Maps shall be maintained by the City to aid in the project review process. |
| FL-i | The impacts of new development on the floodplain or other downstream areas due to increased runoff from that development shall be mitigated. |

Implementation Measures

- | | |
|--------|---|
| FL-(1) | As part of project review, ensure that structures subject to the 100-year flood provide adequate protection from flood hazards. |
| FL-(2) | In designing flood control facilities, consider the need to protect anadromous fisheries and allow for adequate water passage to ensure the survival of downstream riparian ecosystems. |

FIRE SAFETY & LAW ENFORCEMENT

Objectives

- | | |
|------|---|
| FS-1 | Protect development from wildland and non-wildland fires by requiring development to incorporate design measures responsive to the risk from this hazard. |
| FS-2 | Protect life and property from crime by encouraging the incorporation of defensible space design techniques in the physical design of new development. |

Policies

- FS-a Establish levels of service thresholds for fire protection and law enforcement services.
- FS-b All land divisions and development shall be required to conform to *Shasta Lake Fire Protection District Fire Safety Standards*.
- FS-c Known fire hazard information should be reported as part of every general plan amendment, zone change, use permit, variance, building site approval, and all other land development applications subject to environmental assessment.
- FS-d New development shall be encouraged to incorporate site planning and appropriate structural design features designed to deter crime.
- FS-e Development in areas requiring additional levels of police and fire services shall participate in offsetting costs for the additional services.

Implementation Measures

- FS-(1) Maintain an average response time of four minutes or less for all proposed urban development.
- FS-(2) Maintain mutual aid agreements with other agencies in Shasta County.
- FS-(3) Evaluate the possibility of requiring automatic fire sprinklers for all new development that is not within 1.5 miles of an existing or planned fire station.
- FS-(4) Encourage the County to require development in unincorporated and within the City's Sphere of Influence to conform to development standards within the City, including but not limited to Uniform Building Code, Uniform Fire Code, water, wastewater, and street improvement standards.
- FS-(5) Develop standards to protect structures in wildland fire areas for inclusion in the *Best Practices Manual* or similar implementing program. These standards will include, for example, use of fire-resistant building and roofing materials, installation of fire-resistant landscaping, maximum road gradients, and clearance of vegetation proximate to structures.
- FS-(6) Provide rapid and timely response to all law enforcement emergencies and maintain the capability to have minimum average response times.
- FS-(7) Identify geographical areas or population groups experiencing noticeable crime victimization in order to improve effectiveness of crime prevention efforts and commit resources, as appropriate, to these areas to help them.
- FS-(8) Periodically evaluate the feasibility of maintaining contract services for Law Enforcement or establishing the City's own law enforcement services.

HAZARDOUS MATERIALS

Objectives

- HM-1 Protection of life and property from contact with hazardous materials through site design and land use regulations and storage and transportation standards.
- HM-2 Protection of life and property in the event of the accidental release of hazardous materials through emergency preparedness planning.

Policies

- HM-b The City shall maintain an emergency preparedness plan for hazardous materials.

Implementation Measures

- HM-(1) Promote greater community awareness and preparedness by working with business associations, homeowners' associations, community groups and utilities.
- HM-(2) Coordinate emergency drills with all affected operating departments including, local and County Fire, Law Enforcement, Public Services, Public Works, Finance, and Emergency Medical Services.
- HM-(3) Design critical public facilities to remain operative during emergencies.

NOISE

Objectives

- N-1 Protect noise sensitive areas of the City by regulation of new noise-generating development.
- N-2 Protect noise sensitive new development from existing and future noise generators by regulations encouraging each to locate within compatible noise environments.
- N-3 Protect established noise-generating development from noise sensitive new development.

Policies

- N-a New development shall use appropriate site planning and building design to reduce undesirable noise impacts. The noise sensitivity of land uses as established in *Table N-1* shall be used in the location of new development, preparation of general plan amendments and specific plans. The noise exposure level shall be established by reference to the *Noise Contour Map* (on file with the City) or project-specific measurements or calculations.

The interpretive guidelines in *Figure N-1* shall not be applied mechanically, but with the degree of flexibility required in each case to achieve a sound and

feasible land use decision. However, in no case shall a residential land use be located where the existing noise environment, combined with the measured or calculated noise reduction of the type of structure under consideration, makes it impossible to maintain an interior noise environment at or below 45dBA CNEL.

- N-b The planning and design of improvements in the circulation systems shall consider their noise impacts on adjacent land uses and shall include measure to mitigate significant noise impacts.

Implementation Measures

- N-(1) Condition approval of all new development in residential areas with an actual or projected exterior noise level of greater than 60dB CNEL on the use of noise mitigation measures to reduce exterior sound levels in those residential areas to less than or equal to 60 dB CNEL.
- N-(2) Where noise mitigation measures are anticipated to be needed based on a review of a project, require that project applicants secure the services of a qualified acoustical engineer to perform a detailed technical study and to design mitigation measures.
- N-(3) Where site conditions permit, require noise buffers along the Union Pacific Railroad for all new adjoining developments that are subject to unacceptable noise levels.
- N-(4) Site-specific railroad noise studies shall be prepared for noise sensitive development projects anticipated to be affected by railroad noise. Generalized railroad noise contours are shown on the *Noise Contour Map* and serve as a "trigger" indicating where future study is advisable.
- N-(5) Control noise at the source through use of insulation, berms, building design and orientation, buffer yards, staggered operating hours, and other techniques; where necessary, use noise barriers to attenuate noise to acceptable levels; require that barriers are landscaped to reduce negative visual impacts on the community.
- N-(6) Encourage noise attenuation programs that avoid visible sound walls, where practical. Open space, parking, accessory buildings, frontage roads, and landscaping can be used to buffer development from noise.
- N-(7) Request Caltrans to provide freeway sound walls adjacent to residential areas where existing noise levels exceed 67 dB, consistent with State standards and Caltrans' priorities for community noise abatement.

TABLE N-1			
NOISE SENSITIVITY STANDARDS			
New Land Use	Outdoor Activity Area - Ldn	Interior Activity Area- Ldn/Peak Hour Leq ¹	Notes
All Residential	60-65	45	2,3,4
Transient Lodging	65	45	5
Hospitals & Nursing Homes	60	45	6
Theaters & Auditoriums	-	35	
Churches, Meeting Halls, Schools, Libraries, etc.	60	40	
Office Buildings	65	45	7
Commercial Buildings	65	50	7
Playgrounds, Parks, etc.	70	-	
Industrial Facilities	65	50	7
<u>Notes:</u> 1. For traffic noise within the City of Shasta Lake, Ldn and peak-hour Leq values are estimated to be approximately similar. Interior noise level standards are applied within noise-sensitive areas of the various land uses, with windows and doors in the closed positions. 2. Outdoor activity areas for single-family residential uses are defined as back yards. For large parcels or residences with no clearly defined outdoor activity area, the standard shall be applicable within a 100 foot radius of the residence. 3. For multi-family residential uses, the exterior noise level standard shall be applied at the common outdoor recreation area, such as at pools, play areas or tennis courts. Where such areas are not provided, the standards shall be applied at individual patios and balconies of the development. 4. Where it is not possible to reduce noise in outdoor activity areas to 60 dB Ldn or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB Ldn may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table. 5. Outdoor activity areas of transient lodging facilities include swimming pool and picnic areas. 6. Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients. 7. Only the exterior spaces of these uses designated for employee or customer relaxation have any degree of sensitivity to noise.			

AIR QUALITY

The *City of Shasta Lake Air Quality Element of the General Plan* adopted on October 17, 1995 was not revised as part of this General Plan update and is incorporated herein by reference. However, the objectives, policies and implementation measures are provided. Some minor changes have been made to policies and implementation measures that are identified by an asterisk. It should be noted that none of the changes result in less restrictive criteria or measures. Policies AQ-n and AQ-o and Implementation Measures AQ-(1) and AQ-(2) are new.

Objectives

- | | |
|-------|--|
| AQ-1* | Improve and maintain air quality to protect human health and preclude damage to plants and property. |
| AQ-2 | Meet applicable California air quality standards and avoid violating Federal air quality standards. |
| AQ-3 | Encourage integration of land use, transportation, and energy planning efforts which help to reduce air pollution. |
| AQ-4 | Improve the design of proposed development to reduce potential air pollution. |

Policies

- | | |
|-------|---|
| AQ-a | The City shall strive to meet and/or maintain applicable State and Federal air quality standards. |
| AQ-b* | Land use decisions shall be made with consideration given to the improvement of air quality. New development projects shall be conditioned to reduce air quality impacts. <i>Standard Mitigation Measures</i> and <i>Best Available Mitigation Measures</i> shall be incorporated into new projects when thresholds are exceeded. The City should consult with the Air Quality Management District regarding mitigation of air quality impacts. |
| AQ-c* | <p>All parcels created by new land divisions and new multi-family residential, commercial and industrial development (or with expansion of such uses) shall be served by paved roads, driveways, and parking areas.</p> <p>A comprehensive plan shall be developed by the City that establishes when a road paving deferral should be granted, for what period of time, standards for determining the fair share of a paving requirement, and the level or standard of the paving work.</p> |
| AQ-d | <p>Encourage a land use pattern that reduces reliance on the automobile and encourages alternative modes of transportation for travel to employment and shopping by encouraging:</p> <ul style="list-style-type: none">• infill development• mixed-use development near employment centers (day care, restaurant, and bank)• increased residential densities near employment and shopping, and along major traffic corridors |

- employment opportunities and shopping near to residential development

AQ-e	Encourage a reduction in vehicle trips and vehicle miles traveled by encouraging: • public transportation • carpooling, ridesharing, and vanpooling • shortened and combined motor vehicle trips for work, shopping, and services • use of bicycles • pedestrian access and walking
AQ-f	Encourage pedestrian-oriented and transit-oriented design in new development.
AQ-g	Adopt guidelines for developers to encourage and promote pedestrian movement, bicycling, and public transit.
AO-h	Encourage local development in order to encourage local employment and shopping opportunities, and reduce the number and distance of vehicle trips.
AQ-i	Coordinate with the Air Quality Management District regarding proposed land uses near hazardous air pollution sources.
AQ-j	Work with the Redding Area Bus Authority, Caltrans and other agencies to establish multi-nodal transfer sites for automobiles, bicycles, pedestrians, and public transit.
AQ-k	The City should develop a bikeway plan to encourage the use of bicycles, where practicable.
AQ-l	The City should develop a pedestrian plan to encourage walking, where practicable.
AQ-m	Encourage and promote public education regarding air quality, transportation alternatives, and wood burning.
AQ-n	Discourage the use of wood burning stoves that do not meet current EPA standards.
AQ-o	The City shall facilitate programs that encourage and promote the recycling and composting of residential waste grasses, leaves, shrubs, trees, and other waste vegetation as an accessible alternative to disposal by lawful burning on-site.
AQ-p	The City will cooperate with the Air Quality Management District and the Regional Transportation Agency in implementing provisions of the California and Federal Clean Air Acts.
AQ-q	Establish a reporting program to quantify the cumulative air emissions from motor vehicles associated with approved discretionary and ministerial

development, for the purpose of advising the Air Quality Management District of the emissions associated with new development.

Implementation Measures

- AQ-(1) All new construction shall comply with the energy efficiencies mandated by Title 24 construction requirements.
- AQ-(2) Evaluate the feasibility of requiring existing older wood burning devices to be retrofitted with devices meeting federal EPA standards at the time the residence is sold or a major alteration or addition initiated.

C. COMMUNITY ORGANIZATION GROUP

LAND USE

The *Land Use Element* and the *Land Use and Circulation Map* constitute the physical framework for the General Plan which designates the proposed location, distribution, and extent of land uses. As required by state law, land use classifications, shown as letter designations on the *Map*, specify a range for population density for each type of residential land use. These standards of population density and commercial and industrial intensity allow for the determination of circulation and public facility needs. They also reflect the environmental carrying capacity limitations.

Land use was a specific area of concern identified as being key to the development of the City of Shasta Lake. Some of the major issues identified included an evaluation and establishment of urban, rural and urban reserve boundaries. This was accomplished by identifying areas that currently lack infrastructure that would be required to develop in an orderly manner through the development of Area Plans. Land use compatibility adjacent to the City of Redding and Shasta County was another issue area. In addition to Objectives and Policies that call for cooperative efforts, the Land Use Maps for the City of Redding and Shasta County were reviewed to determine compatibility. In addition, both agencies were provided opportunities to review and comment. Other issues of concern were:

- Addressing non-conforming land uses and undersized lots
- Promoting the community village concept through quality and character
- Improving neighborhood aesthetics
- Scaling back design review
- Reinforcing the need to undertake a market analysis to determine specific commercial uses in the *Village Commercial* land use classification
- Integrating the *Central Business District Plan* into the General Plan
- Providing for light industrial and service commercial lands
- Determining a Sphere of Influence line and annexation potential
- Designating appropriate land use classifications for federal lands

Directly affecting the future land use pattern of the City are the last two issues. Currently, the City encompasses approximately 6,942 acres of land. The General Plan proposes inclusion of the 1,948 acres (3 square miles) within the City Sphere of Influence. Of this total, 1,894 acres is owned by the Minnesota Mining and Manufacturing Company (3M) and lies generally to the north of the current City Limits. Of the total acreage, approximately 788 acres is suitable for future annexation in addition to 34 acres located at the Mountain Gate/I-5 Interchange. An additional 20 acres at the northeast corner of Ashby Road and Lake Boulevard is also suitable for annexation.

The Bureau of Land Management currently has approximately 234 acres of land located within the existing City Limits. The majority of these lands are suitable for lower density residential designations of *Rural Residential A* and *Rural Residential B* and are designated as such on the *Land Use and Circulation Map*.

Table LU-1 identifies land use and population projections for ultimate buildout of land within the City and the area proposed for future annexation.

TABLE LU-1						
GENERAL PLAN LAND USE AND POPULATION PROJECTIONS						
	Acres	Vacant	Dwelling Units	Commercial Square Feet	Industrial Square Feet	Population
1995 Base	6,942	3,356	3,603	1,904,225	4,528,672	9,535
General Plan	6,942		6,068	998,504	11,461,681	16,081
Sub-Total	6,942	3,356	9,671	2,902,730	15,990,353	25,616
Annexation Area	842	842	860	640,332	1,229,960	2,280
Total	7,785	4,198	10,531	3,543,062	17,220,313	27,895

The Objectives, Policies and Implementation Measures advanced in this Land Use Element component of the General Plan specifically address the key issues of concern.

Objectives

- LU-1 Promote a development pattern which will accommodate, consistent with the other objectives of the Plan, the growth which will be experienced by City of Shasta Lake during the planning period (1999-2020), and as such period is extended by future revisions of the Plan.
- LU-2 Guide development in a pattern that will provide opportunities for present and future City residents to enjoy the variety of living environments, which currently exist within the City, which are served by the full range of urban services.
- LU-3 Guide development in a pattern that will minimize land use conflicts between adjacent land users.
- LU-4 Guide development in a pattern that will establish an acceptable balance between public facility and service costs and public revenues derived from new development.
- LU-5 Fashion a development pattern whose implementation mechanisms such as zoning, subdivision, and other regulations, explicitly define a relationship between public and private expectations and responsibilities concerning land use that is based on the following principles:
 - Public programs shall recognize both the expectations of individual property owners to be able to use their lands as they desire and the responsibility of government to provide a regulatory climate, which does not impede reasonable private expectations.

- Property owners shall recognize public programs emphasizing that land be used in a responsible manner that does not adversely affect either adjacent property owners or the community values of the citizens of the City.

- LU-6 To recognize that the major economic resources for achieving the development pattern will come from the private sector, rather than government, and that the General Plan, as the expression of community values, will guide the use of these resources.
- LU-7 To integrate the Central Business District Plan into the General Plan.
- LU-8 To establish a sense of community "village" quality and character throughout the City.
- LU-9 To improve existing neighborhood aesthetics.

Policies

- LU-a The City shall ensure the availability of an inventory of developable lands sufficient to accommodate growth projected for the planning period.
- LU-b The City shall monitor, on a yearly basis, the rate at which the developable land inventory is being consumed, the population and employment growth of the City, and other useful indicators of City growth.
- LU-c The procedure for adding lands to the inventory shall be by amendment of the Plan at five year intervals. This policy shall not preclude any resident or property owner in the City from requesting a general plan amendment upon submission of the required application and payment of the prescribed fee.
- LU-d The City shall ensure that a 15-20 year supply of commercial and industrial land required for employment purposes is available within the City. The City shall continue its close working relationship with economic development groups to monitor the demand and supply of land.
- LU-e Expand the City Sphere of Influence and establish urban, rural and urban reserve boundaries within the planning area, where appropriate.
- LU-f To the degree feasible, develop and ensure land use compatibility through coordination and cooperation with the City of Redding and Shasta County. All development applications which have the potential to impact lands or facilities in the City of Redding and in the unincorporated areas of Shasta County shall be submitted to the respective agencies for review and comment.
- LU-g Federal and State lands will be recognized as part of the land use pattern and designated accordingly.
- LU-h The General Plan shall contain residential, commercial, and industrial land use categories, each of which is described in the *Table LU-2* and shall be implemented through more specific zone districts:

- LU-i The density limitations described in *Table LU-2* do not apply to pre-existing legal lots. Such lots would be permitted to develop at a density of at least one dwelling unit per lot, provided that the applicable City Development Standards are satisfied.
- LU-j The City shall ensure that a 15-20 year supply of land required for residential purposes is available within the City. The City shall continue its close working relationship with private, public and non-profit development groups to monitor the demand and supply of land for housing purposes. The City shall make appropriate, periodic revisions to the General Plan in order to maintain the availability of residential lands.
- LU-k Lands to be considered for industrial development shall demonstrate that public services are available, the site is compatible with adjacent uses or of adequate size to accommodate a variety of uses, and that transportation access be available.
- LU-l As soon as feasible, address the issue of non-conforming land uses to improve land use compatibility.
- LU-m Encourage the consolidation of undersized lots to promote efficient and orderly development.
- LU-n The City's regulatory systems should accommodate new economic development and should be reviewed periodically to facilitate the development and the permitting process.
- LU-o Continue efforts to streamline and simplify the design review process.
- LU-p To reduce time and costs associated with development, the transportation system of the City shall be maintained and developed as described in the Circulation component in order to facilitate economic development and employment growth.
- LU-q The *Rural Residential A (RA)* and *B (RB)* designations shall be primarily applied to the rural fringes where limited services and facilities are available in order to accommodate large lot residential development.
- LU-r All residential designated lands in excess of 30 percent slope shall not be developed. Development on slopes in excess of 20 percent may be considered subject to additional design requirements as part of a land division map or building permit submission. At a minimum the following shall be provided: comprehensive grading, erosion and landscaping plans; a soils report by a soils engineer with specific recommendations; and a visual impact analysis, depending on the project location.
- LU-s In order to ensure orderly future growth and development, the minimum size for newly created parcels not served by a public or package sewage treatment facility or for parcels not contributing to a sewer assessment district shall be five (5) acres in the *Suburban Residential (SR)*, *Urban Residential (UR)* and *Urban Residential High (URH)* land use designations.

TABLE LU-2			
LAND USE CLASSIFICATIONS			
Classification		Description	Density/Intensity
RB	Rural Residential B	Provides living environments receiving no urban services and located in areas characterized by one of more of the following conditions: severe limitations on septic tank and leachfield use, uncertain long-term availability of water, proximity to lands categorized as public or timber, extreme wildland fire hazard, and inaccessibility via publicly maintained roads.	1 DU/5 Acres
RA	Rural Residential A	Provides living environments receiving no or only some urban services.	1 DU/2 Acres
SR	Suburban Residential	Provides urban services, but characterized by lower population densities.	3 DU/Acre
UR	Urban Residential	Provides living environments receiving a full range of urban services.	10 DU/Acre
URH	Urban Residential High	Provides high density living and office commercial environments, or a combination thereof, receiving a full range of urban services.	20 DU/Acre
C	Commercial	Provides for commercial uses. Specific categories are determined by Zoning which include: Local Convenience Center, Retail Commercial, Commercial/Light Industrial, Office Commercial or Business Park, Highway Commercial, and Commercial Recreation.	Floor Area Ratio of 0.25
CC	City Center Commercial	Provides for municipal and social services integrated though design and landscaping with recreation, open space and office commercial uses in the acknowledged physical center of the City.	Floor Area Ratio of 0.25
VC	Village Center Commercial	Provides for local and tourist oriented retail and service commercial uses emphasizing rehabilitation and in-fill to create a "village" pedestrian oriented concept with unified landscaping, signage, parking and circulation.	Floor Area Ratio of 0.25
I	Industrial	Provides for Industrial uses. Specific categories are determined by Zoning which include: General Industrial, Light Industrial and Industrial Park. A description of each Zoning designation is provided in the appendix.	Floor Area Ratio of 0.40
IL	Industrial Light	Provides for uses in a planned industrial park development characterized as generally quiet in nature with activities that do not produce odor, vibration, glare, or dust. Uses include, but are not limited to, research and development, warehousing, wholesale distribution, manufacturing, assembling, and ancillary office and support uses.	Floor Area Ratio of 0.30
MU	Mixed Use	Provides for residential, commercial, industrial and recreation uses integrated in a master planned designed fashion with a full complement of services, facilities and utilities. Applied primarily to vacant lands in excess of 200 acres held under single ownership.	Varying residential densities and Floor Area Ratios
MR	Mineral Resource	Provides for the extraction, processing and distribution of minerals in areas where information indicates that significant mineral deposits are present. Typically these areas are large and held under one or two ownerships.	
NP	Natural Resources Protection-Community Parks	Provides for large-scale community recreation facilities.	
NH	Natural Resources Protection- Habitat	Provides for the protection of significant wildlife habitat resources.	Underlying density
PF	Public Facilities	Provides for public facilities including but not limited to schools, parks, and public utilities and facilities.	

- LU-t Proposed land divisions that lie in two or more General Plan land use designations that allow residential development may be permitted to create smaller parcels (including clustering), than indicated by the density of any of the land use designations provided that:
- The maximum number of residential units does not exceed the combined total allowed by each designation, and
 - If the area is designated as a resource area, the resource is protected.
 - If developed to the maximum allowable combined density, further residential development for the property will be forfeited unless additional density is permitted by a general plan amendment.
- LU-u Where existing parcels of land contain two or more detached legally constructed or installed residences or mobilehomes, residential land divisions may be allowed to exceed the general plan land use density provided that:
- All such residences or mobilehomes were constructed or installed before January 10, 1984; and
 - Each newly created parcel is occupied by at least one of these residences, and
 - Each newly created parcel meets applicable City development standards in effect when the land division is approved.
- LU-v The City shall develop and utilize a fiscal impact analysis system for evaluation of public service costs for development projects. When this system is developed, projects that prove not to be cost effective for the provisions of services must provide offsets for those fiscal impacts.
- LU-w Develop Area Plans for the Pine Grove Interchange, Summit City, and North and South Shasta Dam Boulevard areas.
- LU-x Prior to any approval of any entitlements, Area Plans shall be developed for those vacant lands referenced as the Peri Property, Eastern Washington Property, and the vacant lands to the north and south of the Pine Grove Avenue Extension. Costs shall be borne by the property owner/developer.

Implementation Measures

- LU-(1) Establish zoning districts and development standards in the Zoning Ordinance consistent with the General Plan, and amend the Zoning Map to be consistent with the General Plan Map within six months. Two new commercial land use designations, *Village Commercial* - VC and *Civic Center Commercial* - CC have been developed to integrate the Central Business District Plan into the General Plan.
- LU-(2) As part of the Annual General Plan Report, monitor and report on; cumulative residential development since Plan adoption; the overall density of residential projects approved during the previous year; and the supply of vacant land by use.

LU-(3) Ensure that the Zoning Ordinance provides for:

- Minimum and maximum densities consistent with the Plan's land use classifications. (In order to promote compact development, and ensure the availability of adequate sites in transit-accessible corridors for high-density housing and development of the proposed neighborhood centers, sites designated for *Urban Residential High* residential uses should be reserved for the intended use.);
- Developing standards that permit zero-lot line attached or detached single-family dwellings on sites designated for *Urban Residential* and *Urban Residential High* densities in the General Plan.
- Allowing existing commercial development within areas designated *Urban Residential (UR)* and *Urban Residential High (URH)* accessing streets identified in *Table C-1* be legally conforming. However, the structures on the site should be on a residential scale, be in standard condition and painted and that the site is clean, landscaped and fenced, where necessary.

LU-(4) Distribute shopping centers so that new neighborhood centers are located at least one mile away from existing major shopping centers.

LU-(5) For development along Cascade and Twin View Boulevards, adopt appropriate standards to improve the character of these corridors, including but not limited to site access, building and off-street parking orientation to street, building height, on-site lighting, transitional requirements adjacent to residential uses, and incentives to encourage office/residential mixed use.

LU-(6) Lands along Pine Grove Avenue between Salt Creek and Churn Creek and along Shasta Gateway Drive at appropriate locations are to be designated and zoned to permit research and development (R&D) and light manufacturing/warehousing facilities.

LU-(7) Establish use regulations, development standards, and minimum performance requirements for R&D facilities and light manufacturing/warehousing facilities in the Zoning Ordinance consistent with the General Plan, and amend the Zoning Map to be consistent with the General Plan Map.

LU-(8) In new and undeveloped industrial areas, require master plans and infrastructure financing programs as a condition of subdivision approval, so haphazard development, without a coordinated plan for land use, incompatibility with adjacent residential areas, circulation, infrastructure, and public services, does not occur.

LU-(9) Use the Redevelopment Agency to facilitate funding infrastructure improvements needed for industrial areas to accommodate expansion of existing industry or provide sites for new industry.

- LU-(10) Monitor changes in the number of jobs by sector, workforce characteristics, and residents' commuting patterns, and work with local industry and business leaders to target those with the greatest imbalance.
- LU-(11) Prepare Area Plans for those areas identified in *Policies LU-w* and *LU-x* that will specifically address the following in a narrative and diagram form:
- Master Development Plan
 - The services and facilities necessary to serve the identified area based on ultimate development. Services and facilities include, but are not limited to roads, water, sewer, storm drainage, power, law enforcement, fire protection, schools, parks, and trail system.
 - Construction, maintenance and operation costs.
 - Financing mechanisms to provide the necessary services and facilities.
 - Maintenance finance mechanisms.
 - A fiscal impact analysis of public services and facilities over a 20 year time period.
 - A schedule of the phasing of public improvements and anticipated development.
 - Preliminary grading and tree removal and replacement.
 - The design and character of development must be identified including, but not limited to parcel sizes, building types, general architecture, scale, landscaping, and amenities.
 - Compatibility with adjacent land uses.
- LU-(12) Currently there are a series of substandard size lots adjacent to each other and often held under one ownership that are difficult to develop due to their dimensions. Often, property owners do not willingly merge the parcels because the resulting density would be less than the density available due to the separate parcels. The City will identify the groups of parcels and evaluate mechanisms to encourage the merger of the lots by, at minimum, not reducing the density of the parcel(s) resulting from the merger, or by initiating general plan amendments and/or rezonings to allow for higher densities.
- LU-(13) Application of the Design Review overlay district shall be limited to properties that have unique natural and development attributes and/or that have special circumstances that warrant discretionary review by the Planning Commission. Specific design objectives, guidelines, and development standards shall be developed and adopted by the City.
- LU-(14) The City shall strictly enforce the non-conforming use provisions of the Zoning Code in instances when a preexisting non-conforming use is clearly in conflict with other surrounding uses which fully conform with the existing zoning.
- LU-(15) Revise the R-4 Zone District through a textual amendment to remove the minimum one (1) acre lot size requirement and to clarify that "a density bonus of at least 25 percent will be allowed for fully subsidized units as provided by State density bonus law provisions."

- LU-(16) The area immediately east and north of the Pine Grove Avenue and Interstate 5 interchange is currently designated as *Urban Residential* and *Urban Residential High*. The area is bounded by Pine Grove Avenue to the south, Leona Avenue to the east, the parcels along the northern side of Akrich Street to the north, and Interstate 5 to the west. At such time that either Pine Grove Avenue is extended easterly, or the interchange is modified, conversion of those lands to a *Commercial* classification should be evaluated.

PUBLIC SERVICES & FACILITIES

Key to development within the City of Shasta Lake is that growth be guided by the ability of public services and facilities to accommodate it. This requires the assurance that new development does not create demands that cannot be met without adversely impacting the quality of services and facilities currently being provided to existing residents and businesses.

Recognizing the need to provide current and future public services and facilities in an orderly manner to meet existing needs and accommodate growth, the following issues were identified that needed to be addressed through Objectives, Policies and Implementation Measures:

- Extension of sewer and improved water services to the Summit City Area
- Development of a City-wide drainage plan
- Improvement of the water distribution system
- Maintenance of the water system
- Recognition that the existing water supply is limited and should be increased
- Establishment of "Level of Service" thresholds for services and facilities
- Recognizing a need for higher education facilities
- Recognizing that there is a potential need for more schools

The Objectives, Policies and Implementation Measures advanced in this public service and facilities component of the General Plan specifically addresses the key issues of concern.

Objectives

- | | |
|------|--|
| PF-1 | Provide for a full range of public services and public facilities throughout the City. |
| PF-2 | Develop a Citywide mechanism for managing the water resources available to the City. Adequate supplies and quality of water should be available to serve development projected for the planning period and evaluate additional water supply resources. |
| PF-3 | Improve and maintain the Citywide water system facilities. |
| PF-4 | Improve and maintain the Citywide wastewater system facilities. |
| PF-5 | Encourage water conservation in all new development through the use of measures which result in the more efficient use of water. |
| PF-6 | Encourage the use and expansion of recycled wastewater for irrigation purposes. |

- PF-7 Develop a comprehensive long-term plan for wastewater treatment within the City.
- PF-8 Extend community wastewater treatment services to the Summit City area.
- PF-9 The City shall implement the solid waste program in accordance with the adopted *Solid Waste Management Plan and Source Reduction and Recycling Element*.
- PF-10 Develop a land use pattern that can be adequately served with community facilities such as schools, libraries, and community recreation facilities.
- PF-11 Encourage specialized educational facilities that expand and provide additional training opportunities.

Policies

- PF-a Establish levels of service thresholds for public services and facilities.
- PF-b Participate in the development of a region-wide groundwater resource management plan.
- PF-c Evaluate the water infrastructure system and develop a plan to improve the system, where applicable.
- PF-d The City shall take actions required to implement the *Solid Waste Management Plan and Source Reduction and Recycling Element*.
- PF-e The City will cooperate and coordinate its' planning with the Gateway Unified School District and develop plans that respond to the growth of the City.
- PF-f Public uses (e.g. schools, parks, waste disposal sites) and public utilities (e.g. substation, transmission lines) whose site specific locations often cannot be identified in advance by the General Plan may be permitted throughout the City to serve the public need. Appropriate zoning on site specific locations will be determined in response to the identified need as it occurs. Solid waste disposal facilities shall be conditionally permitted to ensure that the site is compatible with adjacent land uses. Surrounding land uses, to the extent feasible, shall be regulated to avoid incompatibility with the solid waste disposal facility.

Implementation Measures

- PF-(1) If cost effective, require annexation to the City as a condition of extending City services.
- PF-(2) Explore the feasibility of a drainage fee to fund storm water drainage and ongoing maintenance. Require all new development to pay this fee as a condition of project approval.
- PF-(3) As part of the project review and building permit process, ensure that all new development has a minimal impact on natural drainage channels and flow capacity.

- PF-(4) Explore the feasibility of using reclaimed water for landscaping of residential landscaping in new subdivisions, major commercial and industrial projects, and landscaping at public facilities, including schools, government facilities, parks and golf courses.
- PF-(5) Establish guidelines and standards for water conservation and actively promote use of water-conserving devices and practices in both new construction and major alterations and additions to existing buildings.
- PF-(6) Undertake maintenance efforts, in cooperation with Shasta County, City of Redding, and Caltrans to ensure that surface drainage channels are not obstructed.
- PF-(7) Evaluate, and if feasible, implement a requirement that new development pay its fair share of costs associated with the provision and maintenance of streets, parks, water supply and treatment, wastewater treatment and disposal, drainage, and facilities for police and fire protection.
- PF-(8) Evaluate and adopt an "adequate public facilities and services" ordinance, or other regulatory mechanism, establishing a procedure for reviewing major development applications and requiring a determination as a condition of approval that:
- Adequate public facilities and services would be available at the time of project occupancy and performance standards maintained following project occupancy; or
 - Funds for required improvements are assured and that improvements would be completed within a stipulated time of project occupancy.
- PF-(9) Use the Redevelopment Agency to facilitate funding needed for infrastructure improvements throughout the City in designated redevelopment areas of the City.

CIRCULATION

In addition to the provision of public services and facilities, an efficient and maintained road circulation system is key to the orderly development of the City. A balanced transportation system must not only serve the needs of vehicular traffic but must also serve the needs of bicyclists and pedestrians, in particular school children. As the City grows, connections between neighborhoods, commercial and industrial areas need to serve the transportation needs of residents and businesses.

- There is a need for curb, gutter and sidewalks in the older areas of the City
- Insure the safety of foot traffic to and from schools
- Evaluate the establishment and expansion of scenic routes
- Establish an alignment for Wonderland Blvd

Recognizing the need to provide transportation services and to construct and maintain a road circulation system to meet existing needs and accommodate growth in an orderly manner, the following issues were identified that needed to be addressed through Objectives, Policies and Implementation Measures:

Objectives

- C-1 Provide for safe and efficient vehicular movement.
- C-2 Promote alternative travel modes, including transit, pedestrian and bicycle circulation systems and Transportation Demand Management (TDM) programs.
- C-3 Coordinate policies for land development and circulation.
- C-4 Coordinate local transportation planning and administration with the activities of other government agencies and concerns of local citizens and businesses.
- C-5 Design and implement the circulation system to protect natural features, conserve energy, and mitigate, to the degree feasible, air and noise pollution.
- C-6 Designate local scenic routes and enhance and protect their scenic qualities.

Policies

- C-a Monitor, maintain and improve, as necessary, the operation, safety and performance of the street system, including roadway surfaces, capacity, and traffic signals. For capacity and operational purposes, strive to attain a Level of Service (LOS) "C," to the maximum degree feasible, so that potential traffic congestion on streets and at intersections is minimized.
- C-b Improve unpaved roads, driveways and parking areas.
- C-c Provide for adequate, safe, and direct, and if necessary, alternative access to public facilities, schools, parks and shopping areas.
- C-e Encourage the continued development and expansion of local and regional public transit systems.
- C-f Encourage bicycle and pedestrian transportation, both on-and off-street.
- C-g Construct, improve and maintain the system of curb, gutters, sidewalks and crosswalks for pedestrian circulation safety and drainage control.
- C-h Promote the use of TDM programs and strategies to reduce overall vehicle travel, particularly during peak commute periods.
- C-i Coordinate transportation planning and implementation with regional and local plans.
- C-j Protect natural features, to the degree feasible, when maintaining and expanding the City's circulation system.
- C-k Establish Route 151 between North Boulevard and Shasta Dam, Shasta Park to Digger Bay, and the existing and future road segment of Wonderland Boulevard (changed to Cascade Boulevard) between Shasta

Dam Boulevard and the Mountain Gate Interchange with Interstate 5 as scenic routes.

- C-1 Evaluate the acquisition, development and maintenance responsibilities associated with the relinquishment of Route 151 to the City by Caltrans.

Implementation Measures

- C-(1) Establish a data collection program for the street system to include a physical inventory, condition of surfacing, maintenance needs, traffic volumes and accident reports. Update the program at least yearly.
- C-(2) Develop a priority system for physical improvements based on demonstrated needs according to the collection of data on physical conditions, traffic volumes and safety reports.
- C-(3) Develop a priority system of road improvement projects financed in part by redevelopment fund.
- C-(4) Respond quickly to correct traffic signal breakdowns, sign damages and losses.
- C-(5) Review high frequency accident locations and develop specific mitigation measures or improvements.
- C-(6) Complete a "Safe Route to School" study to determine requirements for new walkways, school crossings, traffic control and roadway improvements.
- C-(7) Develop and adopt street standards that provide flexibility in design, especially in residential neighborhoods. Revise right-of-way and pavement standards to reflect adjacent land use and/or anticipated traffic, and permit reduced right-of-way dimensions where necessary to maintain neighborhood character. Standards should consider median construction, or intersection lane widening which may require additional width and right of way. Alternative standards should be provided for new and existing alignments, since having just one set of standard may conflict with existing facilities, which for various reasons are inconsistent in right-of-way or other constraints. Interpretations and/or recommendations regarding minimum street widths is the responsibility of the City Engineer with input from the planning process.
- C-(8) Continue to require that new development pays a fair share of the costs of street and other traffic and transportation improvements based on traffic generated and impacts on service levels.
- C-(9) Update the *Traffic Impact Fee Study* within six months after adoption of the General Plan. The fees should be reviewed or updated at least every two years.
- C-(10) The City has been divided into four geographic areas that function relatively independently of each other for circulation purposes and are therefore named "Circulation Areas." For each Circulation Area (identified in the *Planning and Circulation Areas Map*), develop the necessary fee

structure, or other financing mechanisms, for the construction of the traffic signals, existing and future "Minor Arterial" and "Collector" streets, and, where applicable, the trail system identified in the *Land Use & Circulation Map*.

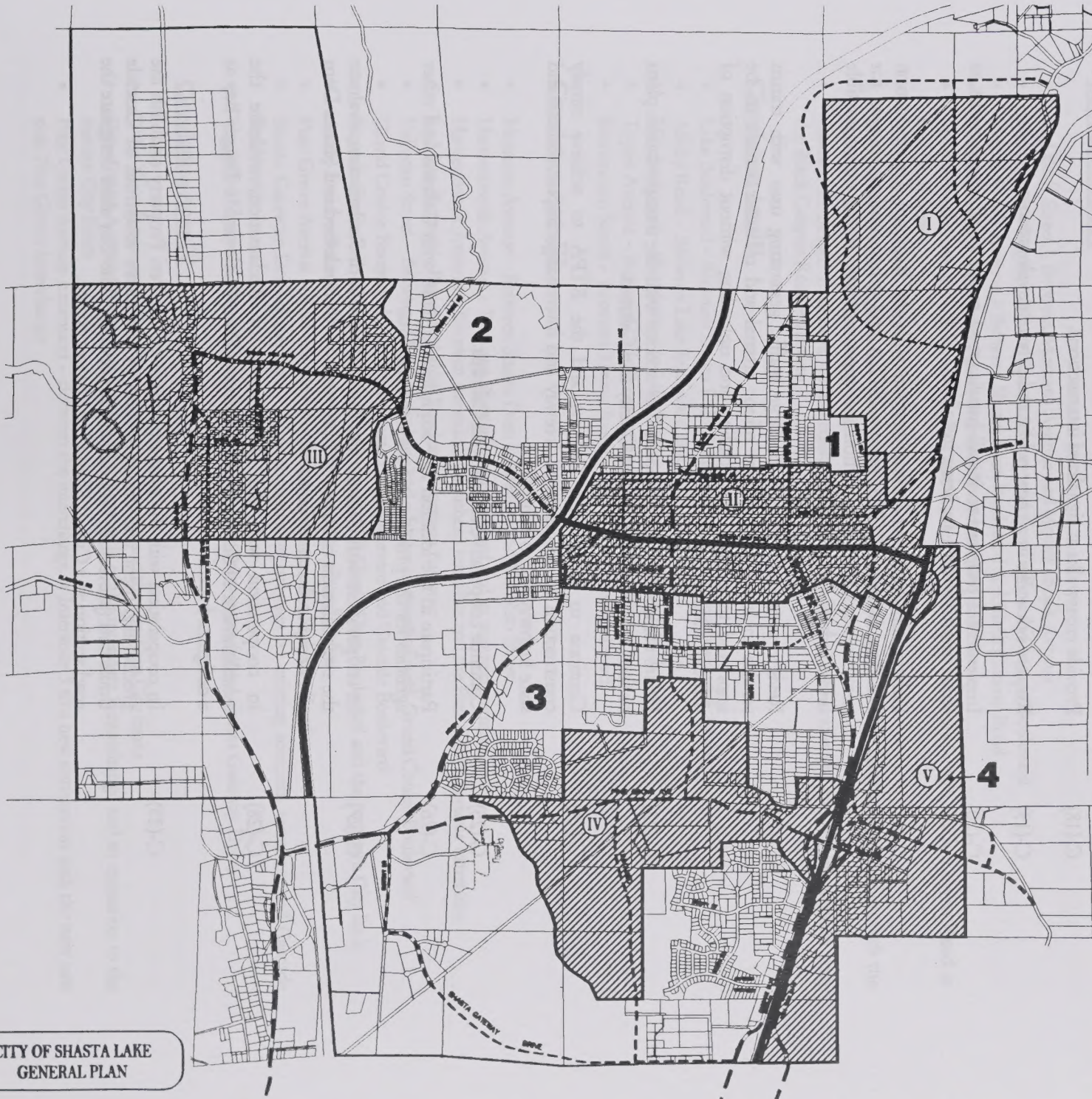
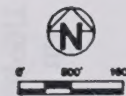
- C-(11) Development of vacant parcels will require the construction, or a deferral agreement for the construction of curb, gutter, sidewalk and the necessary tie-in paving along the street frontage of the affected parcel(s), whichever combination of improvements are applicable, as a requirement of the entitlement or building permit approval. A deferral of curb, gutter and sidewalks can be considered for existing vacant parcels where drainage requirements have not been established. New development that requires road extension beyond parcel frontage will be required to construct and/or pave, at minimum, the road surface and insure proper drainage.

Development of vacant parcels will require the developer or property owner to pay a fee that will be used toward the improvement of the "Minor Arterial" and "Collector" streets identified in *Circulation Table C-1* that are located within the geographic area (identified in the *Planning and Circulation Areas Map*) the parcels are located within.

Circulation Table C-1 and the *Land Use & Circulation Map* identify the existing and future "Minor Arterial" and "Collector" Street system in the City of Shasta Lake. The system not only reflects a priority for moving vehicles throughout the City in a safe and expeditious manner, but also prioritizes the movement of pedestrians, in particular children to and from schools, parks and commercial uses. As part of the *Capital Improvement Plan* programming process, the City will prioritize the "Collector" streets to be improved from the fees collected within each geographic zone.

For those City streets not identified in *Circulation Table C-1*, an evaluation should be undertaken to prioritize the streets where curb, gutter, sidewalk and tie-in paving improvements (whichever combination of improvements are applicable) are necessary. For those streets where deferral agreements have been made, a prioritization of the streets to be improved should also be undertaken.

- C-(12) Undertake and approve Plan Line studies for future collector roads identified on the *Land Use & Circulation Map* to establish precise alignments in order to identify future right-of-way needs. No entitlements for any properties affected by the proposed alignments can be approved until the Plan Line study is undertaken or the precise alignment is identified as part of an entitlement process.
- C-(13) Development proposals shall be reviewed according to the provisions of the zoning and subdivision ordinance to insure that adequate access, on-site circulation, parking and loading areas are provided.
- C-(14) Development shall mitigate any adverse impacts of a proposed development project on the existing street system. This may include necessary street improvements, traffic signs or signals.
- C-(15) Design roads created by development to tie into the existing and anticipated road systems.



AREA PLAN

Planning Areas

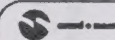
- | | |
|-----|-------------------|
| I | Peri |
| II | Shasta Dam Blvd. |
| III | Lake Blvd. |
| IV | Pine Grove Ave. |
| V | East Interstate 5 |

Circulation Areas

- | | |
|----------|--------------|
| 1 | Northeastern |
| 2 | Northwestern |
| 3 | Southern |
| 4 | Eastern |

LEGEND

- | | |
|-------|-----------------------|
| ————— | City Limit Line |
| ————— | Minor Arterial |
| ————— | Existing Collector |
| ————— | Future Collector |
| ————— | Residential Collector |



Diaz Associates



PLANNING AND CIRCULATION AREAS

CITY OF SHASTA LAKE
GENERAL PLAN

- C-(16) Discourage through traffic in residential neighborhoods without inhibiting the movement of residents. Traffic diversions, stop signs, or the street design or alignment may accomplish this.
- C-(17) As part of the development review process, include consideration of the visual aspects of a development from roadways. Aesthetic consideration shall include architectural compatibility and landscaping. Development review will include visibility requirements at intersections.
- C-(18) Provide crosswalks at signalized intersections.
- C-(19) Require sidewalks in all new public and private developments.
- C-(20) Implement a program to install handicapped ramps at all intersections as street improvements are being installed.
- C-(21) Either individually, or in coordination with the Regional Transportation Planning Agency (RTPA), pursue ISTEA and other funding sources for new bikeways, road construction and improvements, to the extent possible under federal and state law.
- C-(22) Review proposed designs for large traffic generating uses with transit service in mind, and require minor arterial and collector streets to be improved to provide bus loading and unloading without disruption of through traffic.
- C-(23) Insure compatibility of proposed City actions with the transportation plans of the City of Redding, Shasta County and Caltrans.
- C-(24) Continue to work with Caltrans and the RTPA to achieve timely construction of programmed freeway and interchange improvements and state highway improvements.
- C-(25) Continue cooperative efforts with Caltrans.
- C-(26) Participate in the location and acquisition of land with Caltrans and other agencies for the provision of park and ride lots.
- C-(27) In cooperation with Caltrans and the U.S. Bureau of Reclamation, evaluate the establishment of Route 151 between North Boulevard and Shasta Dam as a designated scenic route.
- C-(28) In cooperation with the U.S. Bureau of Reclamation, evaluate the establishment of Shasta Park from Shasta Dam Boulevard to Digger Bay as a designated scenic route.
- C-(29) In cooperation with the property owner of the Peri Property establish the precise alignment and design section of the future extension of Cascade Boulevard (previously Wonderland Boulevard). The City shall designate the road section as a City of Shasta Lake Scenic Route.

CIRCULATION TABLE C-1

MINOR ARTERIAL & COLLECTOR ROAD SYSTEM

The following existing and future streets are classified as "collector" streets in the Circulation Element component of the General Plan. Shasta Dam Boulevard is the only street that is classified as a "Minor Arterial."

Circulation Area I

- Red Bluff Street – Between Montana Avenue and Mussel Shoals Avenue
- Main Street – Between Mussel Shoals Avenue and an extension to Cascade Boulevard
- Mussel Shoals Avenue – Between Shasta Dam Boulevard and Black Canyon Road
- Montana Avenue – Between Shasta Dam Boulevard and Red Bluff Street
- Hardenbrook Avenue – Between Shasta Dam Boulevard and a new connection with Black Canyon Road at Red Bluff Street
- Black Canyon Road – Between Red Bluff Street and the northern City limit
- Black Canyon Road Extension – New construction between the northern City limit and connection with the Interstate 5/Mountain Gate Interchange
- Cascade Boulevard Extension – New construction between Shasta Dam Boulevard and the intersection with the Black Canyon Road extension

Circulation Area II

- Lake Boulevard – Between Shasta Dam Boulevard and the intersection with Ashby Road
- Ashby Road – Between Lake Boulevard and the railroad tracks
- Hill Boulevard – Connection to Lake Boulevard at the south and north ends
- Toyon Avenue – Between Lake Boulevard and Sacramento Street
- Sacramento Street – Between Toyon Avenue and Shasta Dam Boulevard

Circulation Area III

- Montana Avenue – Between Shasta Dam Boulevard and Vallecito Street
- Hardenbrook Avenue – Between Shasta Dam Boulevard and its southern terminus
- Hardenbrook Avenue – Between the existing southern terminus and the Pine Grove Avenue extension
- La Mesa Avenue – Between Ashby Road and Montana Avenue
- Vallecito Street – Between Montana Avenue and a future intersection with Grand Coulee Boulevard
- Grand Coulee Boulevard – Between Shasta Dam Boulevard and Cascade Boulevard
- Cascade Boulevard – Between its new realignment with Shasta Dam Boulevard and the southern City limit
- Ashby Road – Between Shasta Dam Boulevard and the railroad tracks
- Pine Grove Avenue – Between the interchange at Interstate 5 and Ashby Road
- Shasta Gateway Drive Extension – New construction between its existing southern terminus and Cascade Boulevard
- Unnamed Street – Between Pine Grove Avenue and the new extension of Shasta Gateway Drive

Circulation Area IV

- Twin View Boulevard – Between Pine Grove Avenue and the southern City limits
- Pine Grove Avenue – New construction of the east side of the Interstate 5 interchange and an extension to the eastern City limits
- Pine Grove Avenue Extension – Between the interchange at Interstate 5 to a new connection with the new east side Pine Grove Interchange

HOUSING

The *City of Shasta Lake Housing Element of the General Plan* adopted on June 16, 1998 was not revised as part of this General Plan update and is incorporated herein by reference. The June 16, 1998 *Housing Element* provides the mandatory *Housing Needs Assessment*; *Governmental Constraints to Maintenance, Improvement, and Development of Housing*; *Nongovernmental Constraints to Maintenance, Improvement, and Development of Housing*; *Energy Conservation and Opportunities*; *Goals and Policies*; and the *Five Year Action Program*.

As a point of clarification the June 16, 1998 *Housing Element Goals* are identified as *Objectives* in this General Plan Revision. In addition, the *Five Year Action Program* identifies *Implementation Programs* and *Quantified Objectives*. In this document, the *Implementation Programs* and the *Quantified Objectives* have been summarized as *Implementation Measures*. Some minor changes have been made to *Objectives*, *Policies* and *Implementation Measures* in this General Plan Revision and are identified by an asterisk.

Whereas, the General Plan Task Force recognized that the *Housing Element* had been recently adopted in June of 1998, the Task Force reaffirmed the need for additional multi-family classified lands, the need for more low income housing, and the necessity to improve housing condition through rehabilitation. In addition, the Task Force identified that as part of the effort to improve housing conditions, the abatement of substandard housing and the enforcement of the housing code were necessary to improve the quality of life for residents of the City.

The Planning Commission also determined that the *Urban Residential High* land use classification with densities of up to 30 dwelling units per acre was not realistic or financially feasible. Therefore, a density range of 10 to 20 dwelling units per acre for the *Urban Residential High* classification was adopted. This is consistent with land use classifications currently being advanced by the City of Redding General Plan revision effort. Land costs in the Shasta County region compared to those of metropolitan areas like Sacramento and the San Francisco Bay area are significantly lower. In those areas, higher densities are necessary in order to justify land and construction costs associated with development, such is not the case in the City of Shasta Lake, or the region.

Objectives

- | | |
|------|--|
| H-1 | Improve and conserve the existing housing stock. |
| H-2* | Provide for additional low income housing opportunities. |
| H-3 | Encourage the provision of affordable housing. |
| H-4 | Promote adequate sites for housing types. |
| H-5 | Support a mix of housing for all income groups |
| H-6 | Promote equal housing opportunities. |
| H-7 | Encourage energy conservation. |

Policies

- | | |
|------|--|
| H-a* | Pursue and increase the public and private rehabilitation of housing. |
| H-b | Continue to apply for Federal and State funding to rehabilitate substandard housing. |

H-c*	Pursue the abatement of unsafe structures.
H-d*	Enforce the Housing Code by establishing a code enforcement program to conserve the existing housing stock.
H-e	Establish an information program to inform residents of available housing programs dealing with rehabilitation, improvements, new construction and acquisition.
H-f	Encourage the construction of affordable housing units utilizing all available federal and state programs.
H-g	The City shall support the Shasta County Housing Authority's efforts to secure all rental housing subsidies.
H-h	In accordance with State law, provide density bonuses and other incentives such as cost saving development concessions to encourage the private development of housing.
H-i	Develop working partnerships with other community providers of housing services in order to increase affordable housing opportunities.
H-j	Actively support HUD's <i>Joint Venture for Affordable Housing</i> efforts by entering into partnerships with private developers wanting to build affordable units.
H-k	Continue to monitor all regulations, ordinances, departmental processing procedures and fees related to the rehabilitation and/or construction of dwelling units to assess their impact on housing affordability.
H-l	Maintain an adequate supply of residentially classified land to meet all residential housing needs based on projected growth rates and as a stabilizing factor for land prices.
H-m*	Allow the mixing of commercial/residential development in the Town Center and Central Business District of the City through appropriate general plan and zoning designations.
H-n	Establish and maintain, with periodic updates, the City's inventory of existing structures, as well as vacant or under-utilized land which would be appropriate for specialized residential uses (i.e. shelters, group homes etc.).
H-o	Use redevelopment powers or other appropriate mechanisms to acquire and/or assemble sites for residential purposes.
H-p	Evaluate incentives, including the reduction of fees and development standards that do not compromise health and safety, for the development of housing for above-moderate and high income families in order to provide additional design, recreational, and landscaping amenities.
H-q	Promote and encourage homeownership for all income levels and utilize available federal, state, and local resources to achieve this end.

H-r	Support the use of tax-exempt revenue bonds for housing developments and provide standards for the occupancy of such housing to include all income levels.
H-s	Support the use of Mortgage Credit Certificates for low and moderate-income first-time homebuyers.
H-t	Encourage a mixture of housing types (single-family attached/detached, condominiums, townhouses, duplexes, garden/conventional apartments, group quarters) through current zoning ordinance and planning practices.
H-u	Encourage development of housing for groups with special needs; such as the elderly, and the handicapped.
H-v	Promote the nondiscrimination enforcement activities of the State Department of Fair Employment and Housing.
H-w	Continue to support programs which promote and require accessibility and adaptability of housing for the handicapped.
H-x*	Allow for residential care facilities in all residentially zoned neighborhoods as required by state law.
H-y	Display information on housing discrimination in City Hall, the Community Center and local business display cases, where applicable.
H-z	Promote public awareness of cost-saving energy conservation measures offered by utility providers for new and existing housing units.
H-aa	Enhance public awareness of landscaping measures that promote resource conservation and energy cost-savings for new and existing housing units.
H-bb	Require weatherization measures be taken on all residential property participating on any City rehabilitation programs.
H-cc	Require the use of energy conservation features in the design and construction of all new residential structures to increase energy efficiency and reduce utility costs.

Implementation Measures

H-(1)	The City through Shasta County will continue to provide a comprehensive housing rehabilitation program available to homeowners who are low-income or below.
H-(2)	The City shall utilize the <i>Rental Rehabilitation Program (RRP)</i> which is a program that consists of a stipulated grant provided to owners of rental property in order to elevate property to local acceptable dwelling standards. The program requires that the owner match the grant portion with private funds in order to cover the cost of repairs.
H-(3)	The City will continue to make information available to interested developers regarding the <i>California Housing Rehabilitation Rental Program</i> . The program currently provides assistance for the acquisition and rehabilitation of multi-family rental units, including single-room occupancy units. The

owner must agree to reserve a minimum of 30% of the acquired units for occupancy by lower-income households. In addition, the contract rent for the "assisted" units must remain at an affordable level for the term of the financing.

H-(4)* The City shall continue their abatement program which provides for the abatement of hazardous properties/structures at the owner's expense. Owners are instructed to fix hazardous conditions. Ultimate action by the City due to noncompliance by the owner is to remove the offending structure or condition from the property.

H-(5) The State of California *Government Code Section 65915* allows for a developer to obtain a "density increase of at least 25 percent over the otherwise maximum allowable residential density under the applicable Zoning Ordinance and Land Use Element of the General Plan as of the date of application by the developer." In addition, the Code identifies that a city shall provide the developer incentives, if needed, to enhance affordability of the project or provision by the City of other incentives of equivalent financial value. The City will develop and adopt an ordinance that specifies the method of providing developer incentives.

H-(6) The City shall continue to support the *HUD Section 8 Rental Assistance Program* which provides rental assistance to very-low income seniors/disabled individuals and families.

H-(7) The City will evaluate the establishment of a rental assistance program similar to the *HUD Section 8* program.

H-(8) The City will continue to support the development of new affordable multifamily projects by both for-profit and non-profit developers. The City can provide direct financial support to these projects through application to the State for *Community Development Block Grant (CDBG)* and *HOME* funds. The City will also participate with developers of affordable housing in the issuance of mortgage revenue bonds.

H-(9) Federal and State tax credits for eligible low-income rental housing projects are currently available by application to the State Tax Credit Allocation Committee. The City will act as an information and referral service to interested developers regarding available tax subsidies.

H-(10) State law requires redevelopment agencies to provide 20% of their tax increment income to improve housing opportunities for low- to moderate-income persons. A total of \$833,151 is projected to be available during the five-year housing planning period. The City has designated the expenditure of funds for low and moderate-income housing. Land acquisition, infrastructure improvements, housing construction subsidies and rent payment supplements are amongst the activities envisioned for set-aside funds.

H-(11) The City shall continue to seek funding from the *HOME Investment Partnership Act* program which provides funding to provide incentives to develop and support affordable rental housing and homeownership opportunities. Eligible activities include real property acquisition, rehabilitation, down payment assistance and construction of affordable housing.

- H-(12) The City will support obtaining funds from the *HOPE* grant program which is designed to increase homeownership for lower-income households through resident purchase of public housing, purchase of vacant or foreclosed properties held by the government, and purchase of distressed properties held by FHA.
- H-(13) As part of the General Plan update, an inventory of existing land for residential development will be compiled and updated as needed on a regular basis and as part of the General Plan review process, every five years.
- H-(14) The City will study current land use patterns within the urban core to identify areas which have the potential for intensification of use due to current under-utilization or changing market conditions, rendering an area economically obsolete.
- H-(15) Revise the R-4 Zone District to remove the minimum one (1) acre lot size requirement and to clarify that "a density bonus of at least 25 percent will be allowed for fully subsidized units as provided by State density bonus law provisions."
- H-(16) Mortgage revenue bonds can be issued by the City or the Shasta County Housing Authority to support the development of multi-family or single-family housing for low-and moderate-income households. Bonds can be used for the purchase, rehabilitation, and construction of housing, as well as capital improvements related to housing. Federal and State law requires that a percentage of the total units in an assisted project be reserved for lower income households. Issuance of bonds is conditioned upon the affordability of project units for lower-income households. The City shall evaluate the potential use of this funding source.
- H-(17) The City shall support the *Downpayment Assistance Program (DAP)* which offers assistance with the downpayment required when purchasing a home. Eligible participants must be first-time homebuyers, buying a home in the City, and be moderate-income or less. Assistance is in the form of a second mortgage recorded as a lien on the newly purchased property.
- H-(18) The City shall continue support of the *Mortgage Credit Certificate Program* offers IRS tax credits for low-to-moderate level income first-time homebuyers. It enables the potential homebuyer to qualify more easily for the primary financing on the purchase as well as to realize substantial tax savings. This program, administered by the Shasta County Housing Authority has issued 25 Mortgage Credit Certificates for home purchases in the City since inception in 1990.
- H-(19) The City shall support the *Fair Housing Referral and Information Program* that provides basic information regarding fair housing rights to both landlords and tenants. Housing discrimination complaints are referred to the State Department of Fair Employment and Housing. Special outreach efforts are made to include groups likely to experience discrimination in housing including minority, elderly, handicapped, and lower-income families. These efforts include, but are not limited to; providing brochures to be available and on display at City Hall, the Community Center, and local business bulletin boards; providing staff speakers at service agency meetings; and,

periodic informational mailings to service organizations. In addition, all tenants and landlords participating in the HUD Section 8 Programs are counseled as to fair housing rights and responsibilities.

- H-(20) The City shall require compliance with the *Uniform Building Code, Title 24 Handicapped Adaptability/Accessibility Regulations Compliance* and the *Disabled Americans Act*. In general, compliance requires handicapped adaptability/accessibility features on new multifamily residential projects containing 5 or more units per building. The City is responsible for reviewing proposed projects prior to construction for compliance. Furthermore, *Title 24* compliance is monitored during the construction process.
- H-(21) Planning Division staff will review and revise the language of the City's Zoning Ordinance to specify both transitional housing and homeless shelters as uses in specific zoning categories.
- H-(22) Proposed projects are to be reviewed by the City prior to construction for compliance with *Uniform Building Code, Title 24 Energy Conservation Compliance*. The City, during the construction process, also monitors compliance with *Title 24* regulations. The program advances local code enforcement of required energy conservation features and appliance guidelines for construction of residential structures.
- H-(23) The City shall support the assortment of programs designed to lessen the consumption of electricity by both homeowners and businesses. At this stage, the programs are completely voluntary, however, as energy resources decrease by increasing public demand due to population growth and irresponsible usage, it is likely that energy providers will begin to utilize punitive measures such as imposing higher costs on excessive users to encourage participation.
- H-(24) The City shall evaluate entering into an agreement with the *Self Help Home Improvement Program (SHHIP)*, or any other experienced agency, to administer a weatherization improvement program. Weatherization improvements could be provided to eligible homeowners and landlords as part of a City Homeowner and Rental Rehabilitation Program. Eligible repairs could include weather-stripping, insulation, installation of storm doors, installation of dual-pane windows, and caulking. These types of repairs should be encouraged and in some cases required by all City housing programs.

IV. GLOSSARY

ADT - Average Daily Traffic. The total volume of traffic on a given road during a specific period of time.

A-Weighted Decibel (dBA) - A numerical method of rating human judgment of loudness. The sound pressure level in decibels, as measured on a sound meter, uses an A-weighting filter to de-emphasize the very low and very high frequency components of sound in a manner similar to the response of the human ear.

Affordable Housing - Housing is considered affordable to all households if it costs no more than 30 percent of gross monthly income for rents and up to 3.0 times annual income for purchasing a home. These are the standards used by the Federal and State governments and the majority of lending institutions.

Air Basin - A self-contained region minimally influenced by air quality in contiguous regions.

Air Pollutant Emissions - Discharges into the atmosphere, usually specified in terms of weight per unit of time for a given pollutant from a given source.

Air Quality Standard - A health-based standard for air pollution established by the Federal government and the State.

Alluvium - Soil, sand, gravel or similar detrital material deposited by running water.

Ambient Noise Level - The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Aquifer - A geologic formation that stores, transmits, and yields significant quantities of water to wells and springs.

Arterial - A major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to nonresidential properties.

Bikeway - Designated facilities classified, and specifically designed, constructed, and primarily intended for the use of bicycle travel.

Bikeway, Class I - (Trail or Path) A facility provided upon a completely separated right-of-way designated for exclusive use of bicycles.

Bikeway, Class II - (Lane) Restricted right-of-way designation for exclusive or semi-exclusive use of bicycles with prohibitions of pedestrian and motor vehicle through travel but vehicular parking and crossflows by pedestrians and motorists permitted.

Bikeway, Class III - (Route) A facility which is shared by motorists, pedestrians and bicyclists which provides for a right-of-way designation by signs or surface markings.

CNEL - Community Noise Equivalent Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of 10 decibels to sound levels in the night before 7 a.m. and after 10 p.m.

Collector - A street for traffic moving between arterial and local streets, generally providing direct access to properties.

Conservation - The management of natural resources to prevent waste, destruction or neglect.

Coverage - The proportion of the area of the footprint of a building to the area of the lot on which it stands.

Day-Night Average Level (Ldn) - The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of 10 decibels to sound levels in the night after 10 p.m. and before 7 a.m.

Decibel, dB - A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

Density - The number of families, individuals, dwelling units or housing structures per unit of land.

Dwelling - A structure or portion of a structure used exclusively for human habitation.

Encourage - The City will not actively promote, but will welcome and stimulate others to pursue a particular goal or end.

Fair Share Allocation - A distribution of lower income housing need among the cities in the region which is prepared by the State of California Department of Housing and Community Development for cities in Shasta County. The idea behind the allocation is that each jurisdiction should bear proportional responsibility for housing the low and moderate income population of the region. The allocation is expressed in terms of the number of additional lower income households that each jurisdiction should absorb over a five year period.

Fault - A fracture in the earth's crust forming a boundary between rock masses that have shifted.

- **Active Fault** - A fault that has moved recently and which is likely to move again. For planning purposes, "active fault" is usually defined as one that shows movement within the last 11,000 years and can be expected to move within the next 100 years.
- **Potentially Active Fault** - (1) A fault that last moved within the Quaternary Period before the Holocene Epoch (the last 2,000,000 to 11,000 years); (2) A fault which, because it is judged to be capable of ground rupture or shaking, poses an unacceptable risk for a proposed structure.
- **Inactive Fault** - A fault which shows no evidence of movement in recent geologic time and no potential for movement in the relatively near future.

Fire Flow - The quantity of water necessary to attack and extinguish structure fires. Fire flow is further established at a minimum pressure of 20 pounds per square inch for a duration consistent with established Insurance Services Office Guidelines and based upon the size and type of construction, occupancy hazards, and distance to exposures. The formula is found in the 1974 edition of the Insurance Services Office Guide for the Determination of Required Fire Flow.

Flood Plain - A lowland or relatively flat area adjoining inland or coastal waters that is subject to a one percent or greater chance of flooding in any given year (i.e., 100-year flood).

Floor Area Ratio - The gross floor area of all buildings on a lot divided by the lot area.

Ground Failure - Mudslide, landslide, liquefaction or the compaction of soils due to seismic-induced ground shaking.

Ground Water - The supply of fresh water under the ground surface in an aquifer or soil that forms a natural reservoir for potable water.

Handicapped - The count of persons with disabilities or handicaps in the U.S. Census is based on self-definition with no medical documentation required. As a result, the definition of handicaps may include asthma, arthritis, mental illness, diabetes, etc., as well as musculoskeletal diseases, paralysis, etc., which require modification to housing.

Hazardous Material - An injurious substance, including pesticides, herbicides, toxic metals and chemicals, liquefied natural gas, explosives, volatile chemicals and nuclear fuels.

Historic Area - A district or zone designated by local, state or federal authorities within which buildings, structures and places are of basic and vital importance due to their association with history, or their unique architectural style and scale, or their relationship to a square or park, and therefore should be preserved and/or developed in accord with a fixed plan.

Household - The Census considers all persons living in a dwelling unit to be a household whether or not they are related. A single person living in an apartment and a family living in a house is considered a household.

Household Income - The total of income of all the people living in a household. Households are usually described as very low income, low income, moderate income, middle income, and upper income according to their household size and relation to the regional median income for that household size.

- Very Low Income = 0-50% of the regional median income.
- Low Income = 51-80% of the regional median income.
- Moderate Income = 80-120% of the regional median income.
- Upper Income = over 120% of the regional median income.

Infrastructure - The physical systems and services which support development and people, such as streets and highways, transit services, airports, water and sewer systems, and the like.

Intensity - The level of land use (low to high) for buildings--lot coverage, floor area ratio, building bulk.

Land Use - A description of how land is occupied or used.

Liquefaction - A process by which water-saturated granular soils transform from a solid to a liquid state due to ground shaking. This phenomenon usually results from shaking from energy waves released in an earthquake.

Local Street - A street providing direct access to properties and designed to discourage through-traffic.

Median Income - The income category for each household size which is defined annually by the Federal Department of Housing and Urban Development. Half of the households in the region have incomes above the median and half below.

Mitigation - The lessening or elimination of the impacts of an action through changes in the proposed action or the undertaking of additional measures.

Noise - Any unwanted or undesirable sound.

Noise Exposure Contours - Lines drawn about a noise source indicating constant energy levels of noise exposure. CNEL and Ldn are two measures used to describe noise exposure.

Open Space - Any parcel or area of land or water essentially unimproved and set aside, designated, dedicated or reserved for public or private use or enjoyment.

Response Time - The amount of elapsed time between the notification of a fire or police unit for a call for service and that unit's arrival at the incident.

Special Housing Needs - Those characteristics of the population (other than income) which cause households to have difficulty obtaining housing. The elderly, the handicapped, large families, the homeless, migrant farmworkers, and female-headed households are all considered to have special housing needs under state law.

Subsidence - The gradual, local settling or sinking of the earth's surface with little or no horizontal motion. (Subsidence is usually the result of gas, oil, or water extraction, hydrocompaction, or peat oxidation, and not the result of a landslide or slope failure.)

Substandard Buildings - Section 1001 of Chapter 10 of the 1994 *Uniform Housing Code* defines a substandard building as one where the "building or portion thereof which is determined to be an unsafe building in accordance with Section 102 or the Building Code; or any building or portion thereof, including any dwelling unit, guest room or suite of rooms, or the premises on which the same is located, in which there exists any of the conditions referenced in this section to an extent that endangers the life, limb, health, property, safety or welfare of the public or the occupants thereof shall be deemed and hereby declared to be substandard buildings."

The conditions referenced in the section include inadequate sanitation, structural hazards, nuisances, hazardous electrical wiring, hazardous plumbing, hazardous mechanical equipment, faulty weather protection, fire hazard, faulty materials of construction, hazardous or unsanitary premises, inadequate exists, inadequate fire-protection or firefighting equipment and improper occupancy.

Section 102 of the Uniform Building Code addresses unsafe buildings or structures. "All buildings or structures which are structurally unsafe or not provided with adequate egress, or which constitute a fire hazard, or are otherwise dangerous to human life are, for the purposes of this section, unsafe." Any use of buildings or structures constituting a hazard to safety, health or public welfare by reason of inadequate maintenance, dilapidation, obsolescence, fire hazard, disaster, damage or abandonment is, for the purpose of this section, an unsafe use."

Housing which does not comply with the applicable building or housing codes is considered substandard. Generally two types of substandard housing are identified - that which can be repaired or rehabilitated and that which is so deteriorated that it should be replaced.

Surface Rupture - A break in the ground's surface and associated deformation resulting from the movement of a fault.

Tenure - Whether a housing unit is owner-occupied or renter-occupied.

Transportation System Management (TSM) - A cooperative process involving all transportation agencies in an urban area attempting to increase the efficiency of a transportation system through

low-cost and relatively short-term actions. TSM typically includes traffic controls, improved public transportation, regulatory and pricing measures, and improvements to the management of the existing transportation system.

Vacancy Rate - The percentage of unoccupied housing units in a jurisdiction. Vacancy rates usually differ according to tenure and housing type.

V. RESOLUTIONS

This chapter provides copies of the resolutions adopted by the Planning Commission on May 20, 1999 and the City Council on June 15, 1999.

WHEREAS, the City of Shasta Lake has prepared a revision to the City of Shasta Lake General Plan (Project) in compliance with Government Code Section 65300 which requires the City to adopt a general plan for the physical development of the City, and any land outside its boundaries which bears relation to its planning; and

WHEREAS, the General Plan serves as a "constitution" for development, the foundation upon which all land use decisions are to be based; and

WHEREAS, the General Plan expresses community development goals and embodies public policy relative to the distribution of future land use, both public and private; and

WHEREAS, the General Plan is a statement of the City's vision of its physical growth over the next 20 years to the Year 2020; and

WHEREAS, the General Plan addresses the required Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety Elements; and

WHEREAS, the General Plan addresses the optional Air Quality and Parks and Recreation Elements; and

WHEREAS, the Housing and Air Quality Elements adopted on June 18, 1998 and October 17, 1998, respectively, have been incorporated into the General Plan by reference, except for some minor changes; and

WHEREAS, the City determined it appropriate to prepare an Environmental Impact Report (EIR) for the General Plan at the beginning of the Project to satisfy the requirements of the California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), without having made prior determination on potential environmental impacts, since the Project would serve as an essential comprehensive land use policy document applied City-wide; and

WHEREAS, the City further determined that an EIR would allow the best opportunity for the participation and public disclosure of any potential environmental consequences generated by legislation of the General Plan; and

WHEREAS, the City contracts with the land use and environmental consulting firm Ditz Associates to assist the City in complying with the requirements of the California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.). Ditz Associates reported solely to City staff and officials, and any materials submitted regarding the proposed Project were reviewed by both City staff and Ditz Associates for accuracy; and the Final Environmental Impact Report (FEIR) for the Project reflects the incorporation of the City; and

WHEREAS, on November 3, 1998, the City circulated a Notice of Preparation ("NOP") to the public as well as local, state, and federal agencies; and

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SHASTA LAKE CERTIFYING
THE FINAL ENVIRONMENTAL IMPACT REPORT AND
ADOPTING THE GENERAL PLAN FOR THE CITY OF SHASTA LAKE**

WHEREAS, the City of Shasta Lake has prepared a revision to the City of Shasta Lake General Plan (Project) in compliance with Government Code Section 65300 which requires the City to adopt a general plan for the physical development of the City, and any land outside its boundaries which bears relation to its planning; and

WHEREAS, the General Plan serves as a "constitution" for development, the foundation upon which all land use decisions are to be based; and

WHEREAS, the General Plan expresses community development goals and embodies public policy relative to the distribution of future land use, both public and private; and

WHEREAS, the General Plan is a statement of the City's vision of its physical growth over the next 20 years to the Year 2020; and

WHEREAS, the General Plan addresses the required Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety Elements; and

WHEREAS, the General Plan addresses the optional Air Quality and Parks and Recreation Elements; and,

WHEREAS, the Housing and Air Quality Elements adopted on June 16, 1998 and October 17, 1995, respectively, have been incorporated into the General Plan by reference, except for some minor changes; and

WHEREAS, the City determined it appropriate to prepare an Environmental Impact Report (EIR) for the General Plan at the beginning of the Project to satisfy the requirements of the California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 *et seq.*), without having made prior determination on potential environmental impacts, since the Project would serve as an essential comprehensive land use policy document applied City-wide; and

WHEREAS, the City further determined that an EIR would allow the best opportunity for the evaluation and public disclosure of any potential environmental consequences generated by adoption of the General Plan; and,

WHEREAS, the City contracted with the land use and environmental consulting firm Diaz Associates to assist the City in complying with the requirements of the California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 *et seq.*); Diaz Associates reported solely to City staff and officials, and any materials submitted regarding the proposed Project were reviewed by both City staff and Diaz Associates for accuracy; and the Final Environmental Impact Report (FEIR) for the Project reflects the independent judgement of the City; and

WHEREAS, on November 3, 1998, the City circulated a Notice of Preparation ("NOP") to the public as well as local, state, and federal agencies, and

WHEREAS, the City prepared a Draft EIR ("March 29, 1999 DEIR") for the Project which was circulated to the State Clearinghouse, local agencies, and advertised for availability for a 45-day public and agency comment period beginning on March 29, 1999 and ending on May 12, 1999; and

WHEREAS, during the 45-day comment period the Planning Commission conducted 3 duly noticed public hearings, on April 7, 1999, April 22, 1999, May 5, 1999, to receive public comments regarding the Project and DEIR; and

WHEREAS, on May 20, 1999, the Planning Commission reviewed the Final EIR in its entirety (including (1) comments on the DEIR received during the public review period and responses to the comments, and (2) revisions to the DEIR text made in response to comments), held a public hearing, and determined that the environmental documents reflected the independent judgement of the Planning Commission of the City of Shasta Lake;

WHEREAS, at the noted public hearings, the Planning Commission reviewed and considered proposed changes to Draft General Plan Policy language and the Draft General Plan Land Use Map as proposed by certain members of the public, City staff, and certain Planning Commissioners, and also reviewed and considered the information and analysis contained in the FEIR; and

WHEREAS, the Planning Commission concluded its work on the General Plan Update Project by recommending to the City Council certification of the Final EIR and adoption of the Draft General Plan subject to certain changes, pursuant to Commission Resolution PC-99-08, and

WHEREAS, the FEIR and Planning Commission findings demonstrate that potential significant effects on the environment associated with the General Plan do not exist; and

WHEREAS, the City Council conducted duly noticed public hearings regarding the Draft General Plan, FEIR, and Planning Commission recommendations, on June 1 and June 15, 1999; and

WHEREAS, the City Council is satisfied that the public was encouraged and given ample opportunity to participate and to provide input during the preparation of the Draft General Plan and EIR; and

WHEREAS, the City Council is satisfied that the Draft General Plan as recommended by the Planning Commission is a reasonable statement of the City's vision of its physical growth over the next 20 years to the Year 2020, which provides for our needs and desires as a community, while satisfying the requirements of law.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Shasta Lake as follows:

- A. Hereby accepts and adopts the Planning Commission's findings and recommendations regarding the Draft General Plan and FEIR as set forth in Planning Commission Resolution PC-99-08, with the exception of the recommended General Plan Land Use Map change depicted in PC-Attachment-K.
- B. Hereby Certifies the Final EIR prepared for the General Plan Update Project and confirms that the FEIR has been completed in accordance with the requirements of the California Environmental Quality Act (Pub. Resources Code §21000 *et seq.*); and
- C. Hereby adopts the General Plan for the City of Shasta Lake as presented and recommended by the Planning Commission, with the exception of the General Plan Land Use Map change as depicted on Attachment-1 of this Resolution.

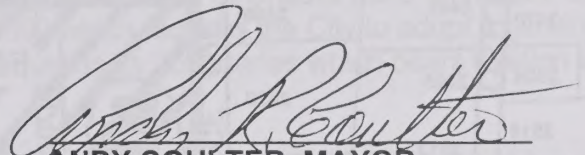
DULY PASSED AND ADOPTED this 15th day of June 1999 by the following vote:

AYES: CHIPLEY, HARTMAN, LINDSAY, SINER

NOES: COULTER

ABSENT: NONE

ABSTAIN: NONE



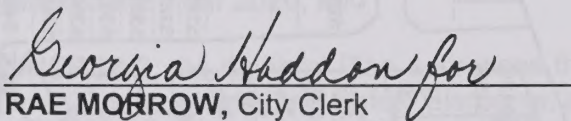
ANDY COULTER, MAYOR

City Council

City of Shasta Lake

State of California

ATTEST:

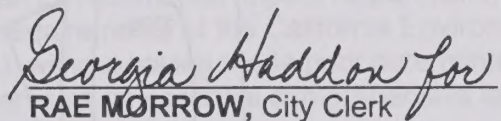


RAE MORROW, City Clerk

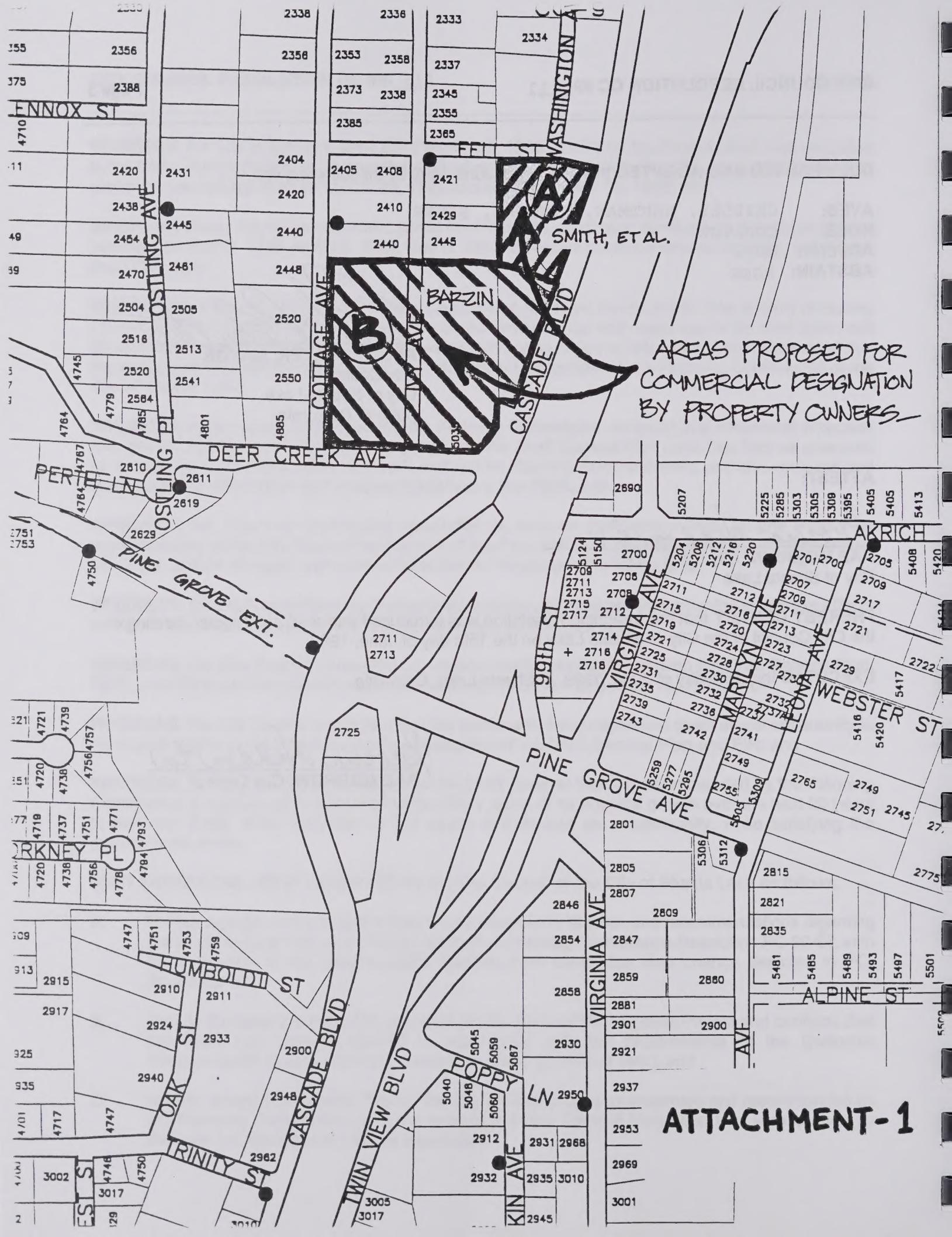
City of Shasta Lake

I HEREBY CERTIFY that the foregoing Resolution was introduced and read at a regular meeting of the City Council of the City of Shasta Lake on the 15th day of June, 1999.

EXECUTED this 16th day of June, 1999, at Shasta Lake, California.



RAE MORROW, City Clerk



AREAS PROPOSED FOR
COMMERCIAL DESIGNATION
BY PROPERTY OWNERS

ATTACHMENT-1

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SHASTA LAKE
RECOMMENDING CERTIFICATION OF THE FINAL ENVIRONMENTAL IMPACT REPORT
AND ADOPTION OF THE GENERAL PLAN FOR THE CITY OF SHASTA LAKE**

WHEREAS, the City of Shasta Lake has prepared a revision to the City of Shasta Lake General Plan (Project) in compliance with Government Code Section 65300 which requires the City to adopt a general plan for the physical development of the city, and any land outside its boundaries which bears relation to its planning; and

WHEREAS, the General Plan serves as a "constitution" for development, the foundation upon which all land use decisions are to be based; and

WHEREAS, the General Plan expresses community development goals and embodies public policy relative to the distribution of future land use, both public and private; and

WHEREAS, the General Plan is a statement of the City's vision of its physical growth over the next 20 years to the Year 2020; and

WHEREAS, the General Plan addresses the required Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety Elements; and

WHEREAS, the General Plan addresses the optional Air Quality and Parks and Recreation Elements; and

WHEREAS, the Housing and Air Quality Elements adopted on June 16, 1998 and October 17, 1995, respectively, have been incorporated into the General Plan by reference, except for some minor changes; and

WHEREAS, the City determined it appropriate to prepare an Environmental Impact Report (EIR) for the General Plan at the beginning of the Project to satisfy the requirements of the California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 *et seq.*), without having made prior determination on potential environmental impacts, since the Project would serve as an essential comprehensive land use policy document applied City-wide; and

WHEREAS, the City further determined that an EIR would allow the best opportunity for the evaluation and public disclosure of any potential environmental consequences generated by adoption of the General Plan; and,

WHEREAS, the City contracted with the land use and environmental consulting firm Diaz Associates to assist the City in complying with the requirements of the California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 *et seq.*); Diaz Associates reported solely to City staff and officials, and any materials submitted regarding the proposed Project were reviewed by both City staff and Diaz Associates for accuracy; and the Final Environmental Impact Report (FEIR) for the Project reflects the independent judgement of the City; and

WHEREAS, on November 3, 1998, the City circulated a Notice of Preparation ("NOP") to the public as well as local, state, and federal agencies, and

WHEREAS, the City prepared a Draft EIR ("March 29, 1999 DEIR") for the Project which was circulated to the State Clearinghouse, local agencies, and advertised for availability for a 45-day public and agency comment period beginning on March 29, 1999 and ending on May 12, 1999; and

WHEREAS, during the 45-day comment period the Planning Commission conducted 3 public hearings, on April 7, 1999, April 22, 1999, May 5, 1999, and May 20, 1999, to receive public comments regarding the Project and DEIR; and

WHEREAS, on May 20, 1999, the Planning Commission reviewed the Final EIR in its entirety (including (1) comments on the DEIR received during the public review period and responses to the comments, and (2) revisions to the DEIR text made in response to comments), held a public hearing, and determined that the environmental documents reflected the independent judgement of the Planning Commission of the City of Shasta Lake;

WHEREAS, at the noted public hearings, the Planning Commission reviewed and considered proposed changes to Draft General Plan Policy language and the Draft General Plan Land Use Map as proposed by certain members of the public, City staff, and certain Planning Commissioners; and

WHEREAS, the Planning Commission has reviewed and considered the information and analysis contained in the FEIR; and

WHEREAS, the FEIR and findings demonstrate that potential significant effects on the environment associated with the General Plan do not exist; and

WHEREAS, the City of Shasta Lake is required, pursuant to CEQA, to adopt all feasible mitigation measures or feasible project alternatives that can substantially lessen or avoid any significant effects on the environment associated with a project to be approved, such as the General Plan Project; and

WHEREAS, the Planning Commission assessed an appropriate range of alternatives, and determined that there are no feasible alternatives to the General Plan; and

WHEREAS, the Planning Commission has determined, for reasons set forth in detail in the findings, that all the Project alternatives fail to meet all of the project objectives and that the significant overall benefits to be provided by the General Plan as proposed justify the recommendation of approval of the General Plan to the City Council; and

WHEREAS, the City is required by Public Resources Code § 21081.6, subdivision (a), to adopt a mitigation monitoring program to ensure that the mitigation measures recommended to be adopted by the City Council are actually carried out; however, for the General Plan there are no mitigation measures identified;

NOW THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Shasta Lake as follows:

A. Recommends the following findings:

1. The City has satisfied its obligations pursuant to Public Resources Code §21081 and California Code of Regulations, Title 14, §15091. One or more of the following findings with respect to the significant or potentially significant effects of the General Plan can be made: (a) changes or alterations have been required in, or incorporated into, the Project that mitigate or avoid the significant effects of the Project as identified in the Final EIR; (b) some changes or alterations are within the responsibility and jurisdiction of another public agency and such changes have been, or can and should be, adopted by that other agency; or (c) specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures identified in the EIR.

Based on these findings and the information contained in the record, the Planning Commission concludes and recommends that the City Council find that all significant effects to the environment due to the General Plan Project have been avoided or substantially lessened where feasible;

2. Through this Resolution, the Planning Commission recommends to the City Council that the City has satisfied its obligations pursuant to Public Resources Code §21081.6, subdivision (a) regarding Mitigation Monitoring Plans since a Mitigation Monitoring Plan was not prepared for the Project since no mitigation measures were identified;
3. The public was adequately served public notice of the City's intentions to proceed with the General Plan adoption, and has been given appropriate opportunity to review, comment, and provide testimony to the Planning Commission serving as the General Plan Task Force until March 3, 1999 and as the Planning Commission since March 10, 1999 at public workshops and hearings held on the following dates:

- December 4, 1997
- December 8, 1997
- April 9, 1998
- May 7, 1998
- July 9, 1998
- August 13, 1998 (Joint meeting with the City Council)
- September 3, 1998
- September 17, 1998
- November 10, 1998
- November 19, 1998
- December 17, 1998
- January 21, 1999
- March 3, 1999
- March 10, 1999
- April 7, 1999
- April 22, 1999
- May 5, 1999

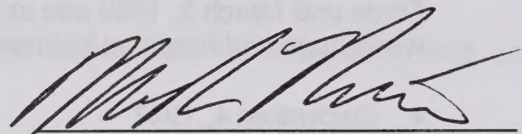
4. The City considered a full range of potential alternatives to the proposed project that could feasibly accomplish most of the basic purposes of the project and could avoid or substantially lessen one or more of the significant effects of the project. (CEQA Guidelines §15126(d)(2).) Other alternatives were rejected from evaluation because they were either unreasonably expensive and/or environmentally inferior. (DEIR, p. 5-1 through 5-4) The City considered its objectives in determining which alternatives were assessed in the DEIR.

- B. It is hereby certified that the Final EIR has been presented to the Planning Commission of the City of Shasta Lake, which has reviewed and considered the information and analysis contained therein;
- C. It is hereby recommended to the City Council that certification of the Final EIR is appropriate because it has been completed in compliance with the California Environmental Quality Act (Pub. Resources Code §21000 *et seq.*); and

- D. It is hereby recommended to the City Council that certification of the Final EIR reflects the independent judgement of the Planning Commission of the City of Shasta Lake.
- E. Recommends adoption of the Draft General Plan to the City Council, subject to the General Plan Land Use Map changes indicated in Attachments "A" through "L" and the policy and implementation measure text changes as included in Attachment "M."

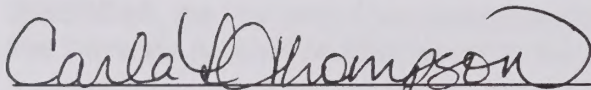
DULY PASSED AND ADOPTED this 20th day of May 1999 by the following vote:

AYES:	FARR, GONZALEZ, LAKE, WERTZ, RENO
NOES:	NONE
ABSENT:	FERGUSON, PEARCE
ABSTAIN:	NONE

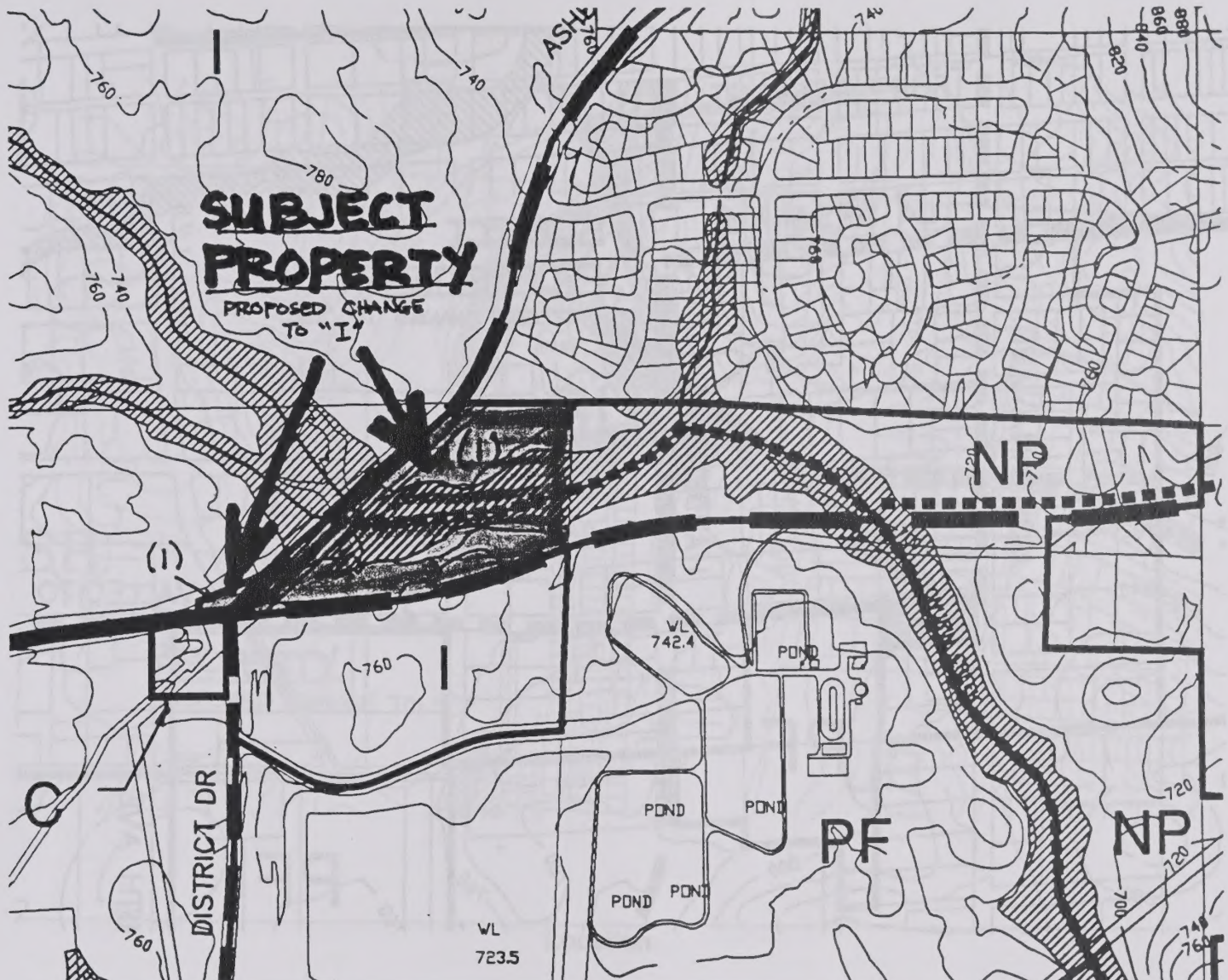


Mark Reno, Chair
Planning Commission
City of Shasta Lake
State of California

ATTEST:



Carla L. Thompson, Secretary
Planning Commission



Location

Subject Properties: Portion of APN# 064-150-81 (O'Malley)

Existing General Plan: Industrial (I)

Draft General Plan: Community Park (NP)

Existing Zoning: General Manufacturing
-Design Review (M-DR)

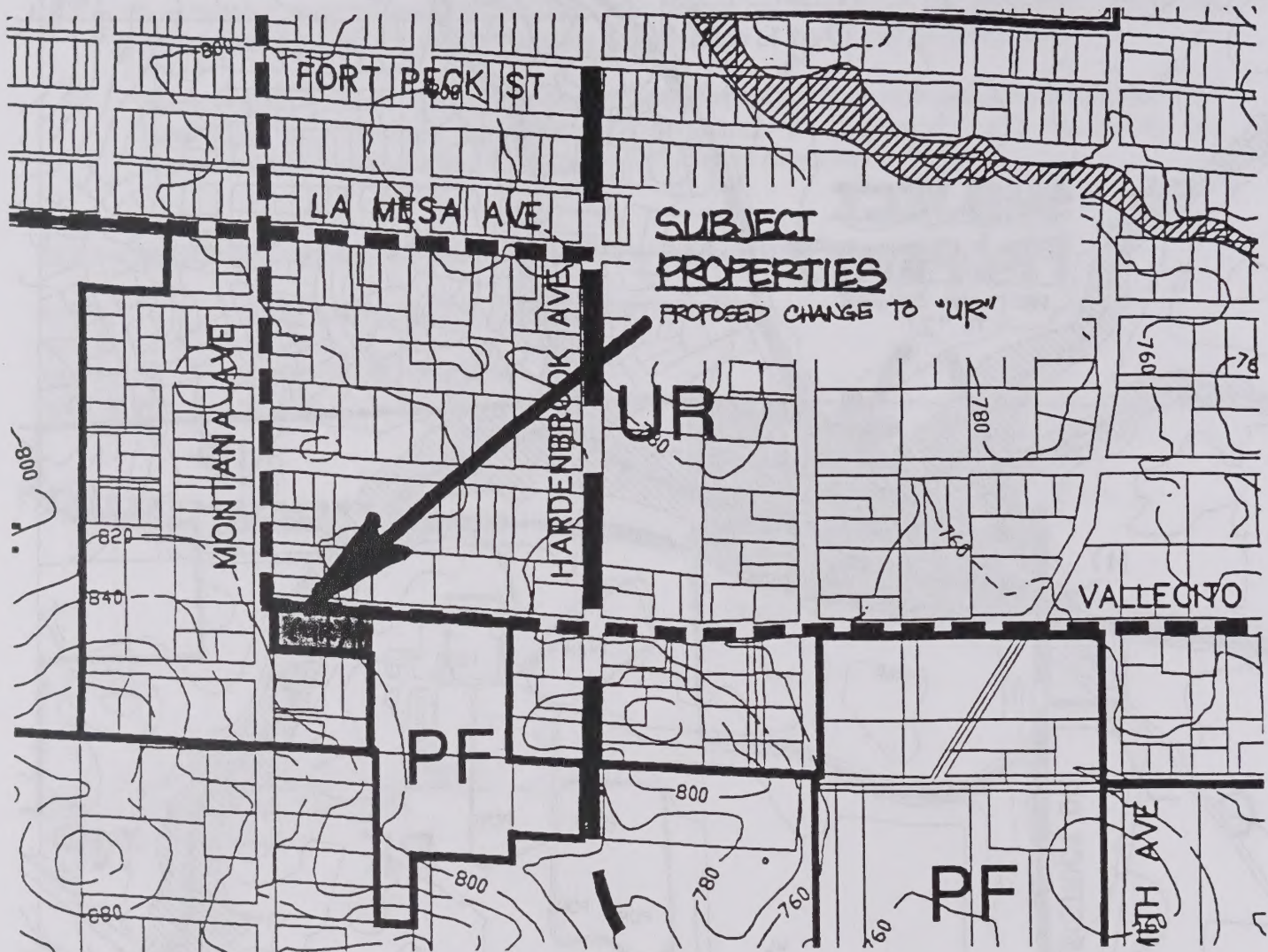
Existing Land Use: vacant

Proposal:

The subject property owner indicated in writing that he strongly opposes the proposed NP land use designation for the north portion of his property. He is requesting the existing Industrial designation be retained.

Recommendation:

The Planning Commission recommends the City Council grant the change back to Industrial.



Location

Subject Properties: APN# 005-610-01,02 (City, Popejoy)

Existing General Plan: Urban Residential (UR)

Draft General Plan: Public Facility (PF)

Existing Zoning: One-Family Residential (R-1)

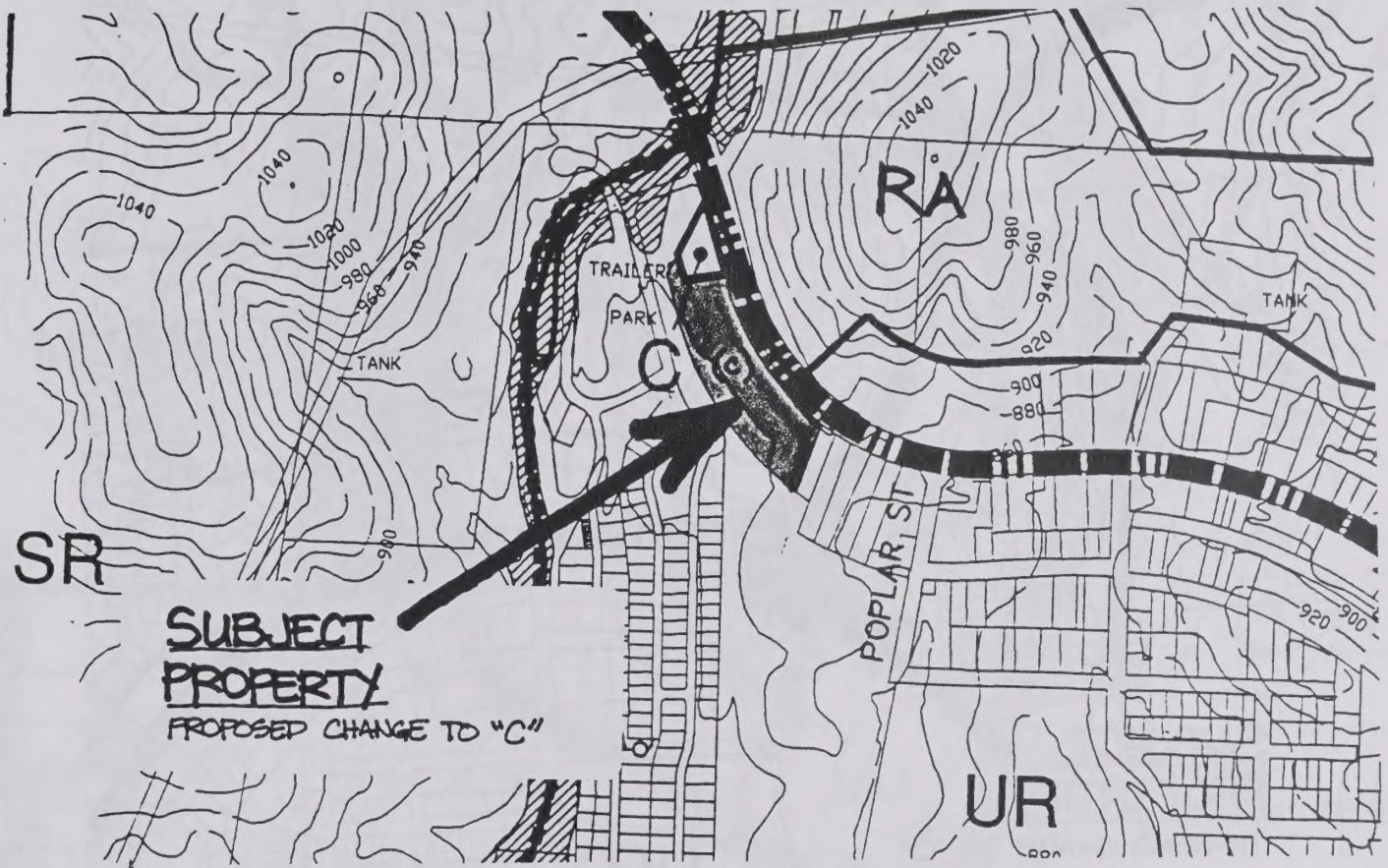
Existing Land Use: vacant lot, closed bar "The Place"

Proposal:

The subject properties include lands that are owned by private (non-public) owners. Staff discovered this situation and is proposing that the area be changed back to Urban Residential since there are no plans for public use of these properties at this time.

Recommendation:

The Planning Commission recommends that the City Council grant the change back to Urban Residential so that the private land owner's opportunities for developing their property are not restricted to public uses.



Location

Subject Properties: Portion of APN# 006-280-26 (Barton)

Existing General Plan: Commercial (C)

Draft General Plan: Urban Residential (UR)

Existing Zoning: Community Commercial
-Design Review (C-2-DR)

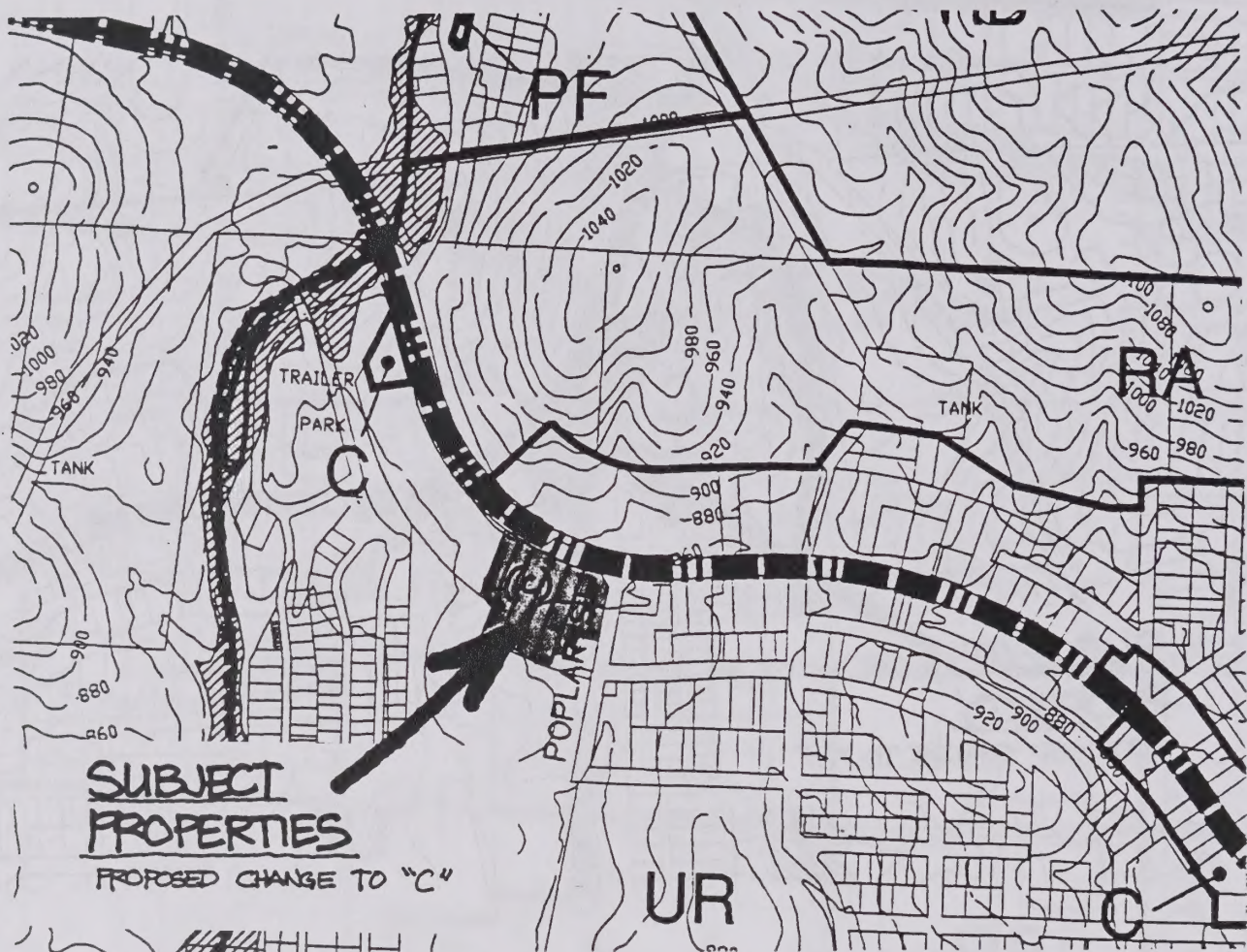
Existing Land Use: vacant commercial buildings,
two single-family dwellings
(one abandoned, one occupied)

Proposal:

The subject property owners have indicated in writing that they strongly oppose the proposed Urban Residential land use designation for their property. They are requesting the existing Commercial designation be retained.

Recommendation:

The Planning Commission recommends that the City Council designate the subject property back to Commercial. However, the Commission recommends that Design Review be retained as part of the zoning plan revision to be undertaken this summer once the General Plan is finished, and that potential commercial uses be limited so that they clearly will not conflict with surrounding residential uses.



Location

Subject Properties: APN# 006-210-06, 07, 08, & 09 (Evans)

Existing General Plan: Commercial (C)

Draft General Plan: Urban Residential (UR)

Existing Zoning: Community Commercial
-Design Review (C-2-DR)

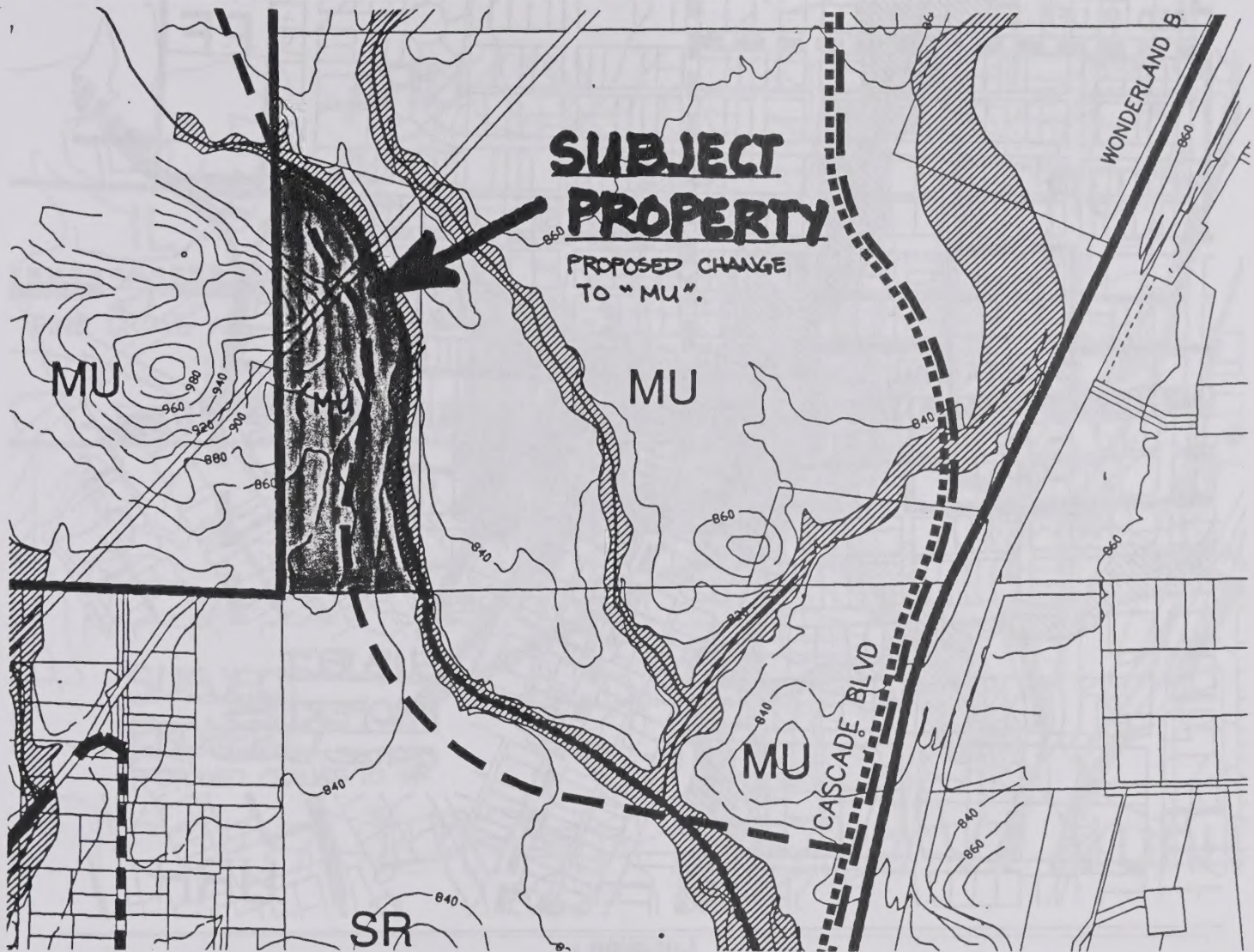
Existing Land Use: residential, vacant

Proposal:

The owner of the subject properties indicated verbally at the General Plan Public Meeting held on April 7, 1999 that he opposes the proposed Urban Residential land use designation for his four lots that front on Shasta Dam Boulevard. He requested that the existing Commercial designation be retained.

Recommendation:

The Planning Commission recommends that the City Council retain the Urban Residential designation of the site as proposed on the Draft Map.



Location

Subject Property: APN# 307-210-31 (Peri)

Existing General Plan: Suburban Residential (SR)

Draft General Plan: Suburban Residential (SR)

Existing Zoning: Planned Development
Specific Plan (PD-SP)

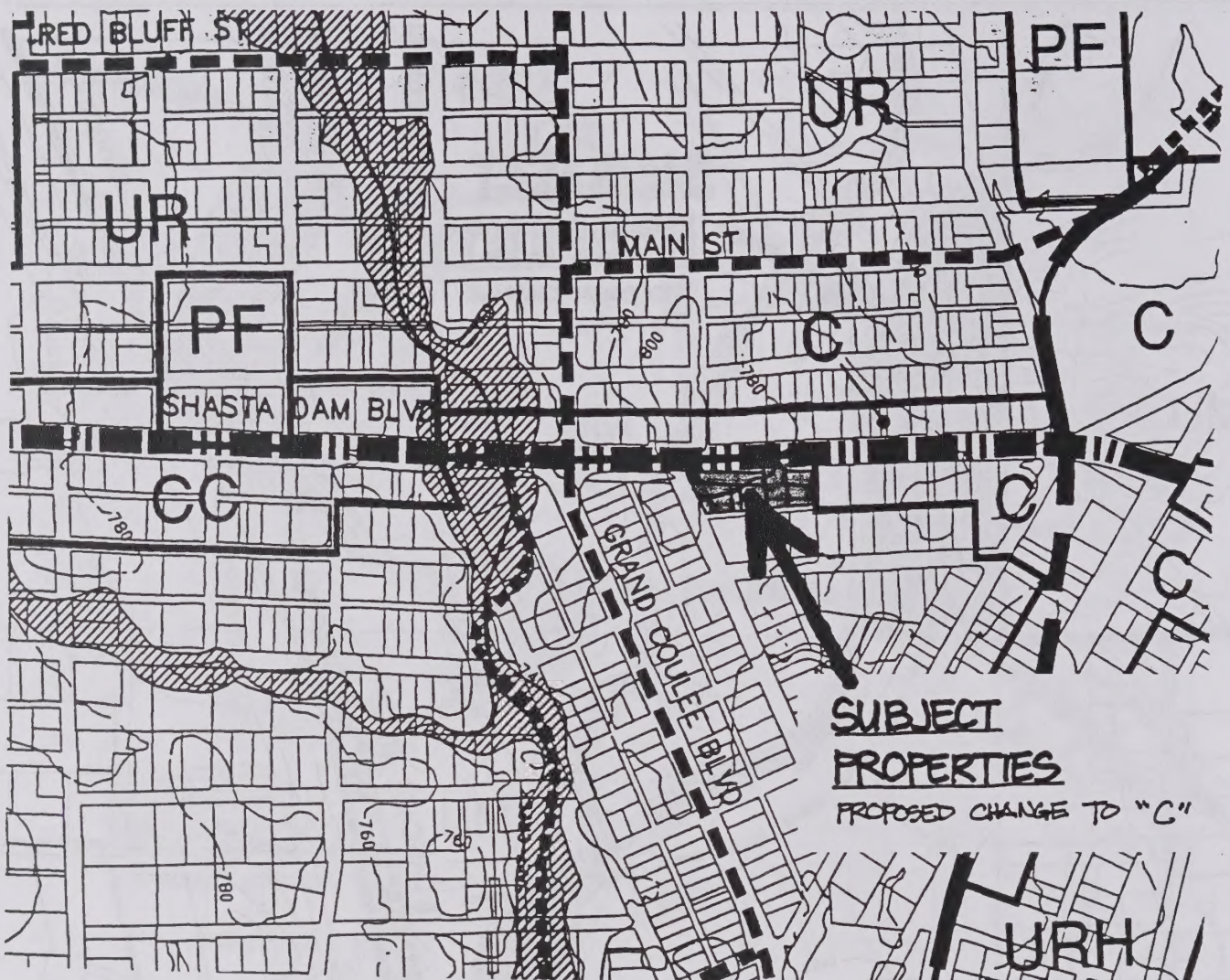
Existing Land Use: vacant

Proposal:

The subject property represents a small section of the Peri Project that was identified as Mixed Use (MU) as a result of the Planning Commission / Task Force actions involving the Administrative Draft of the General Plan in March. The published General Plan Map includes a drafting error that retains the subject property as Suburban Residential. Staff discovered this error and is requesting the designation be changed to Mixed Use (MU) as intended.

Recommendation:

The Planning Commission recommends that the City Council grant the change back to Mixed Use (MU).



Location

Subject Properties: APN#007-090-02, 03, 04, 05, 06, 07 (Ramsey, et al.)

Existing General Plan: Commercial (C)

Draft General Plan: Urban Residential

Existing Zoning: Community Commercial -
Design Review (C-2-DR)

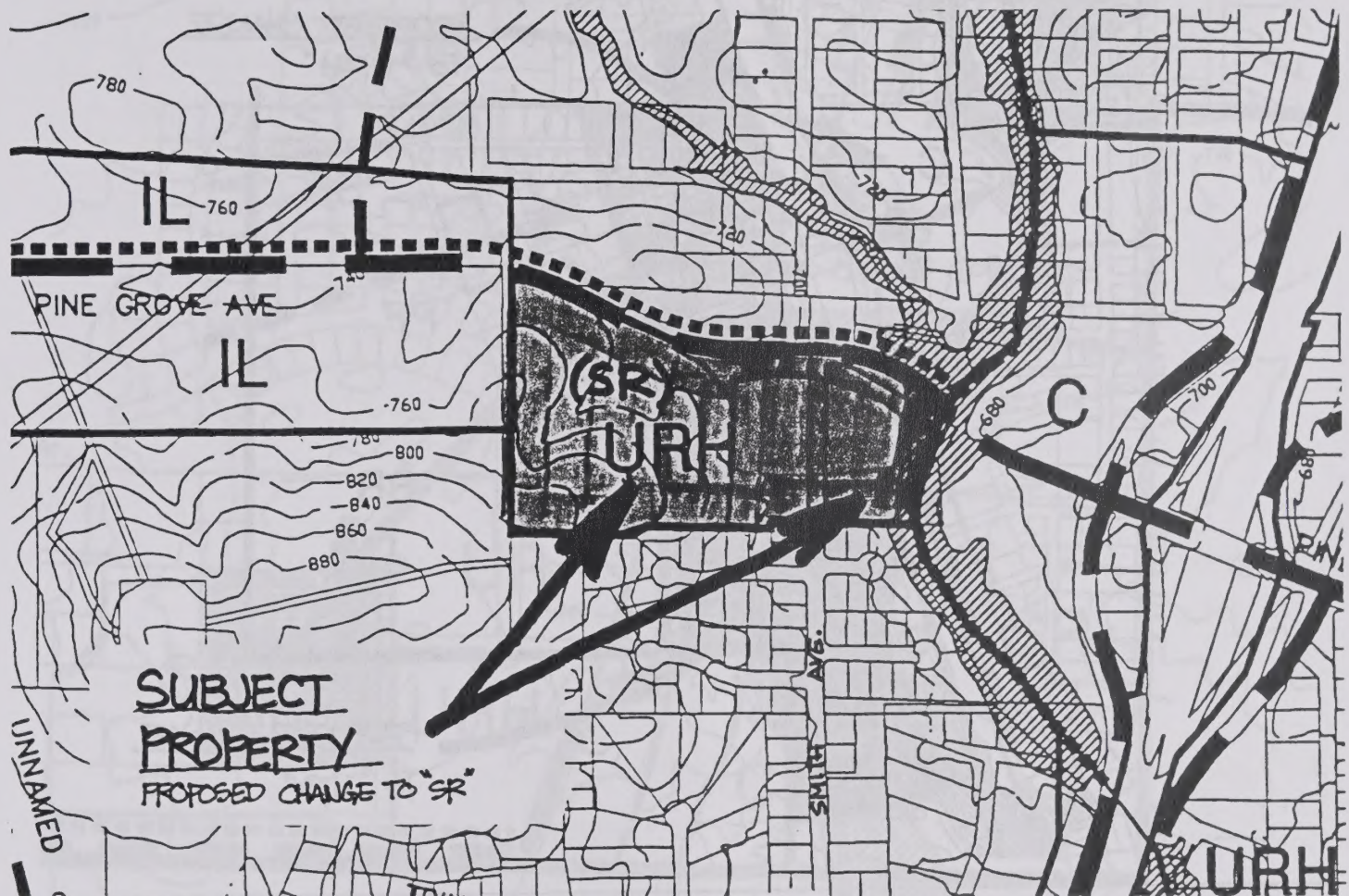
Existing Land Use: Mixture of developed and vacant
commercial properties.

Proposal:

The subject properties front on Shasta Dam Boulevard and are either developed or could be developed for commercial activity given their location. The commercial building located at the southeast corner of Shasta Dam Blvd. and Oregon Street (parcels 007-090-06&07) is presently occupied by Blue Ribbon Realty and other uses. The parking lot behind the building was paved and striped, and landscaping was added as a condition of a City-issued use permit to support the continued commercial use of the site. Staff believes that it was an oversight that the subject properties located north of the alley were not maintained for commercial use and is requesting the designation be changed from Urban Residential back to Commercial.

Recommendation:

The Planning Commission recommends that the City Council grant the change back to Commercial.



Location

Subject Properties: APN#075-150-45 (Kent Associates)

Existing General Plan: Suburban Residential (SR)

Draft General Plan: Urban Residential High (URH)

Existing Zoning: One-Family Residential (R-1-B-12)

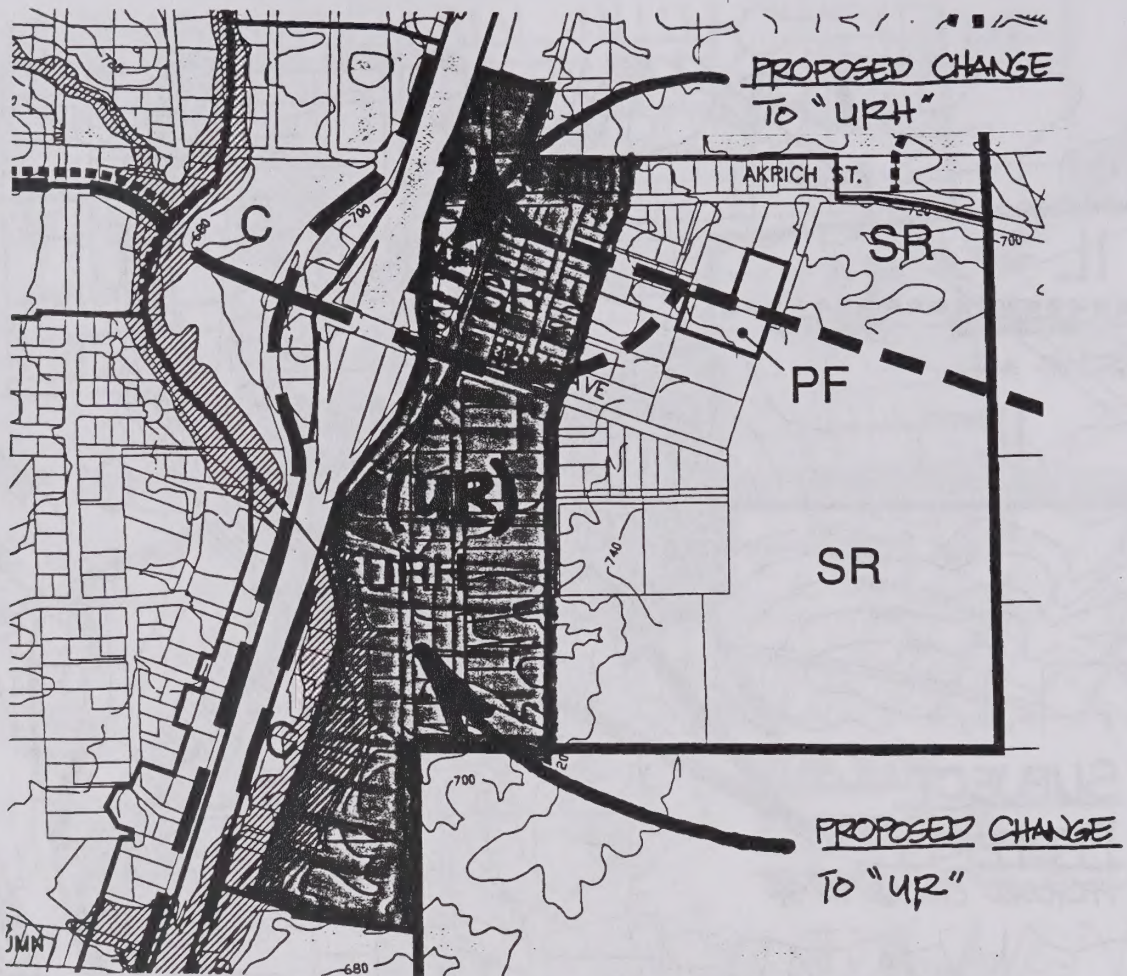
Existing Land Use: mostly vacant

Proposal:

The subject property has been designated as Urban Residential High throughout the General Plan update process. As a result of the City's General Plan public notice efforts, residents living in the single family neighborhood located immediately south of the subject property along Smith Avenue became aware of the proposed URH designation and are greatly concern with the potential for higher density development that it could bring.

Recommendation:

The Planning Commission recommends that the City Council maintain the existing Suburban Residential designation. Given the clear controversy that pre-designated multi-family land use has generated city-wide, the Commission believes it is premature to designate additional multi-family lands in the Smith Road area at this time.



Location

Subject Properties: 075-360-52, 53, 54, 55, & 56 (Kendall / Roat) and numerous other parcels located in the Pine Grove-Akrich-Virginia Avenue area.

Existing General Plan: Suburban Residential (SR)

Draft General Plan: Suburban Residential (SR) and Urban Residential High (URH)

Existing Zoning: One-Family Residential (R-1-B-12)

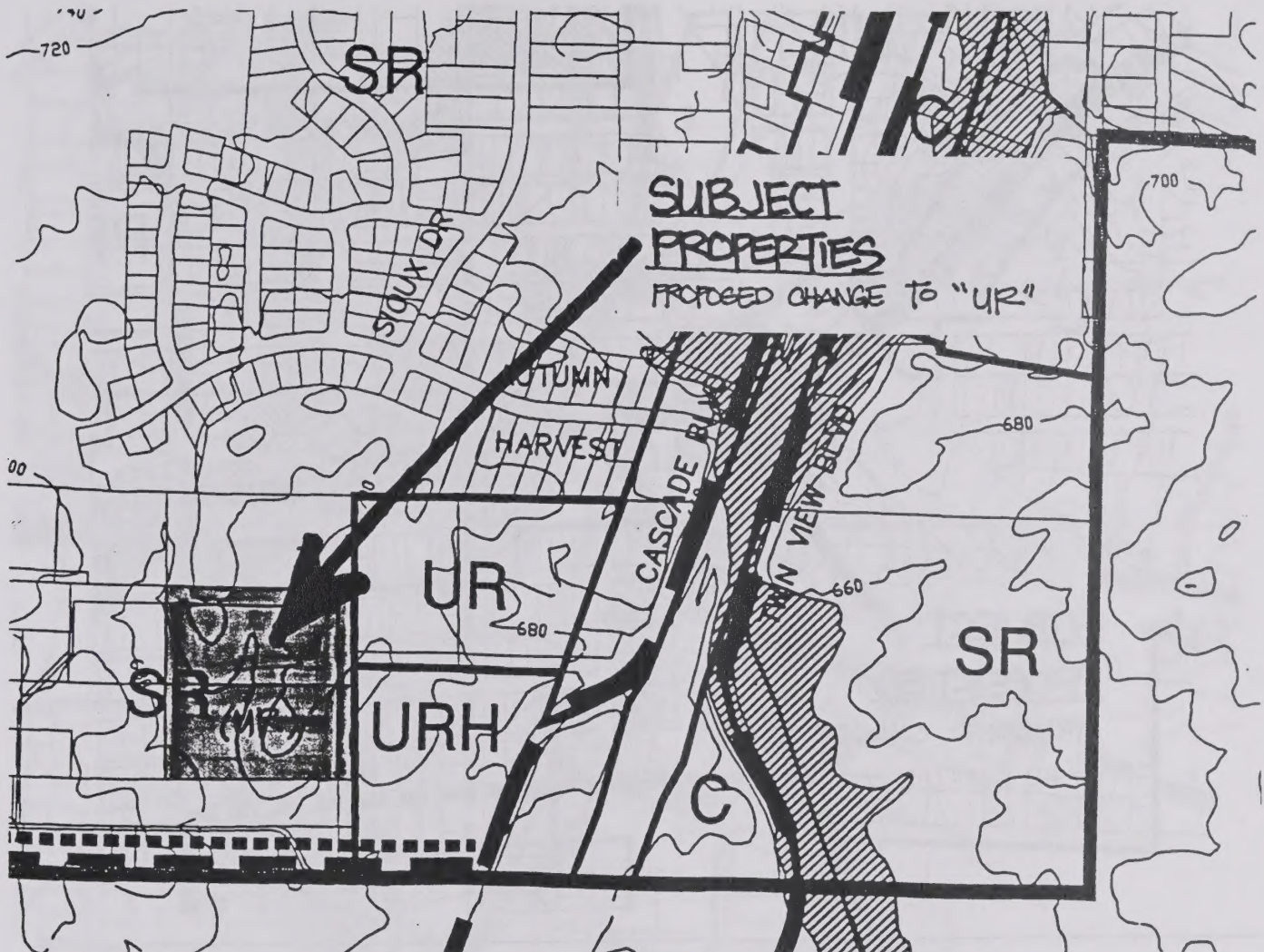
Existing Land Use: Single-Family and Multi-Family uses

Proposal:

The referenced land owners have requested that their properties be designated as Urban Residential High to support future zoning to recognize the existing multi family uses on the site. In addition to their request, staff proposed that the Commission consider wider changes in this area that reduced total density as depicted above.

Recommendation:

The Planning Commission recommends that the City Council grant the proposed changes to Urban Residential High and Urban Residential as depicted above. The proposed changes serve in recognizing existing multi-family improvements and lot densities, and reduce maximum allowable residential densities to 10-units per acre in the south Virginia Avenue area which is more realistic given the area's topography, existing land use and parcel patterns.



Location

Subject Properties: APN: 075-040-06, 075-050-01 (Morris / Woolery)

Existing General Plan: Suburban Residential (SR)

Draft General Plan: Suburban Residential (SR)

Existing Zoning: (Interim Rural Residential (IR)

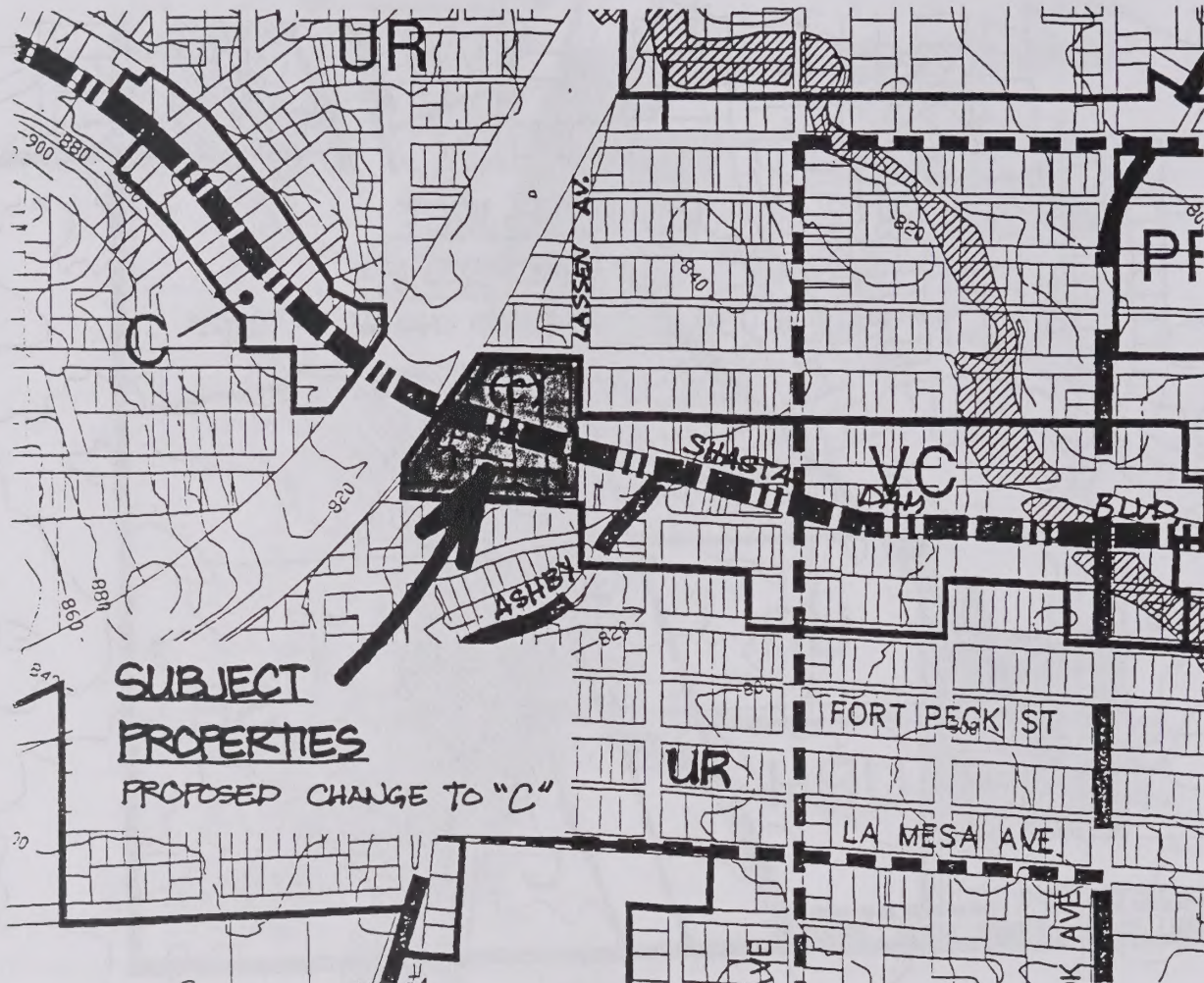
Existing Land Use: Non-conforming construction/
trucking yard

Proposal:

The subject property owners have requested in writing that their properties be designated as necessary to support future multi-family (R-3) zoning – such as Urban Residential. There have been two letters submitted (by Jeff Lyon and the Arnold family) in opposition of this proposal.

Recommendation:

The Planning Commission recommends that the City Council maintain the existing Suburban Residential designation as proposed in the Draft Plan. Given the clear controversy that pre-designated multi-family land use has generated city-wide, the Commission believes it is premature to designate additional multi-family lands in the Riddle Road area at this time.



Location

Subject Properties: APN# 005-210-32, 30, 50, 51 & 005-090-01,02, 03, 04, 05, 06, 07, & 08 (various owners)

Existing General Plan: Commercial (C)

Draft General Plan: Village Commercial (VC)

Existing Zoning: Community Commercial -
Design Review (C-2-DR)
Commercial-Light Industrial-
Design Review (C-M-DR)

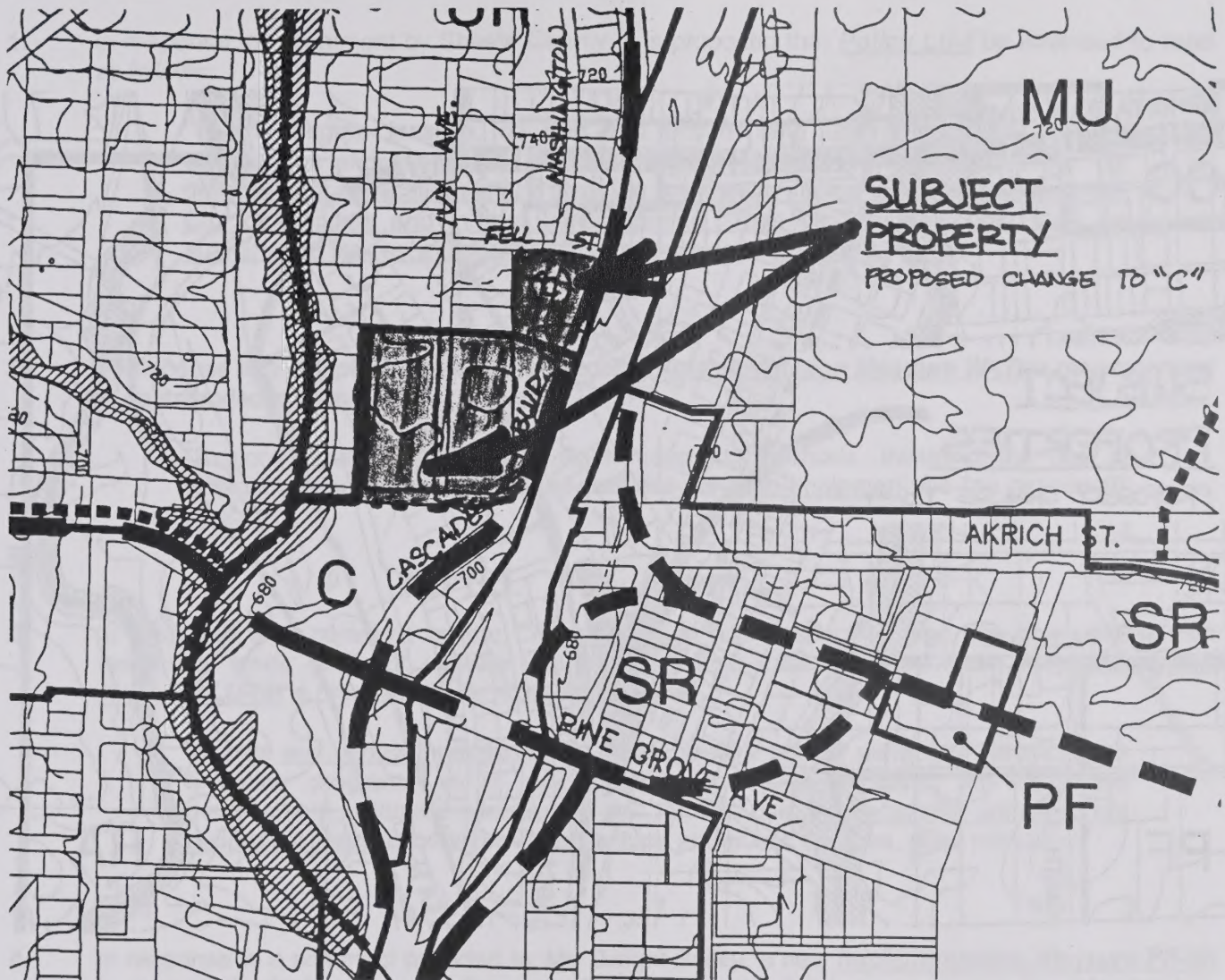
Existing Land Use: Mixed commercial uses which are
generally service, warehouse and/
or light manufacturing oriented

Proposal:

Staff is proposing to change the designation for the subject properties from Village Commercial back to Commercial. Since the Village Commercial concept does not clearly address service commercial uses, Staff believes the Commercial designation is better suited to the existing type of development occurring in the area effected. Further, there is not a compelling need to "force" a change of future commercial use to conform with the Village Commercial concept at this location.

Recommendation:

The Planning Commission recommends that the City Council designate the subject properties Commercial as proposed.



Location

Subject Properties: APN# 007-170-11, 20 & 007-190-02, 06, & 07 (various owners)

Existing General Plan: Urban Residential (UR)

Draft General Plan: Urban Residential (UR)

Existing Zoning: One-Family Residential (R-1-B-12)

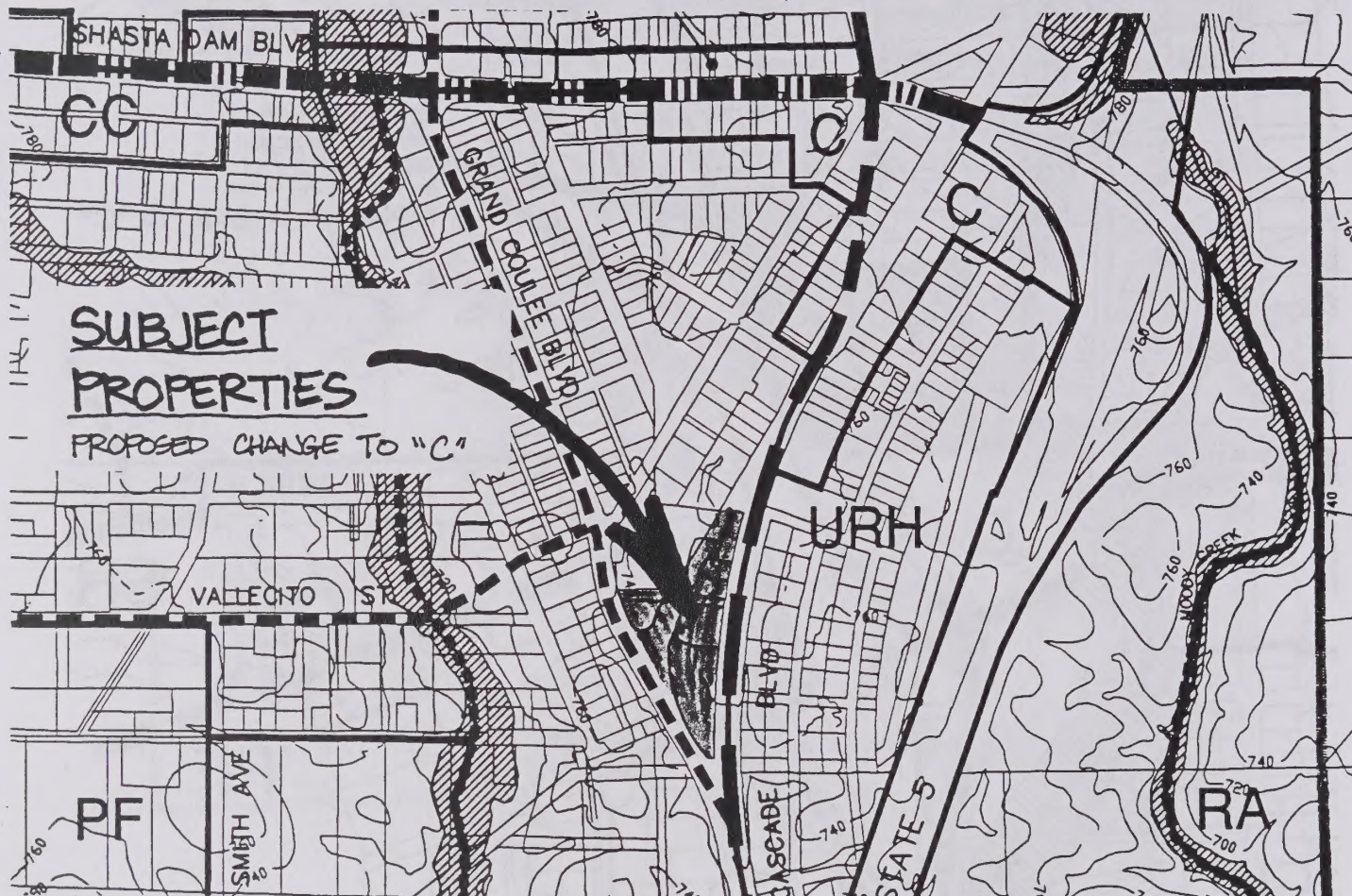
Existing Land Use: mostly vacant

Proposal:

Certain land owners have requested that their properties located in the area of Cascade Boulevard and Deer Creek Avenue be designated Commercial. The earlier land use alternative maps for the General Plan Project had shown this area as commercial.

Recommendation:

The Planning Commission recommends that the City Council retain the subject area as Urban Residential at this time, and until commercial development occurs to the south or a specific commercial development proposal is submitted for consideration on the site.



Location

Subject Properties: APN# 007-130-01, 02, 03, 04, 05, 06, 07, 10 (various owners)

Existing General Plan: Commercial (C)

Draft General Plan: Urban Residential (UR)

Existing Zoning: Commercial-Light Industrial (C-M)
Community Commercial (C-2)

Existing Land Use: Various businesses,
Crestwood Lodge, vacant

Proposal:

Two of the subject property owners have requested in writing that the designation for their properties be retained as Commercial and not be changed to Urban Residential as proposed in the Draft Plan. They are concerned with the potential non-conforming use status that could result from such a designation.

Recommendation:

The Planning Commission recommends that the City Council designate as Commercial the area depicted above.

1. In response to a comment by Shasta County, it is proposed that **Policy LU-f** be amended to read as follows:

"To the degree feasible, develop and ensure land use compatibility through coordination and cooperation with the City of Redding and Shasta County. All development applications which have the potential to impact lands or facilities in the City of Redding and in the unincorporated areas of Shasta County shall be submitted to the respective agencies for review and comment."

2. In response to a comment by the City of Redding, **Implementation Measure W-(7)** is recommended to be amended to read:

"Explore alternatives to storm water collection methods, including the use of detention/retention basins ~~and the feasibility of a~~ to implement the "no net runoff" concept."

3. In response to a comment by the City of Redding with respect to land use compatibility with residential lands south of existing and proposed *Industrial* classified lands, **Implementation Measure LU-(8)** is proposed to be amended to read:

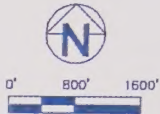
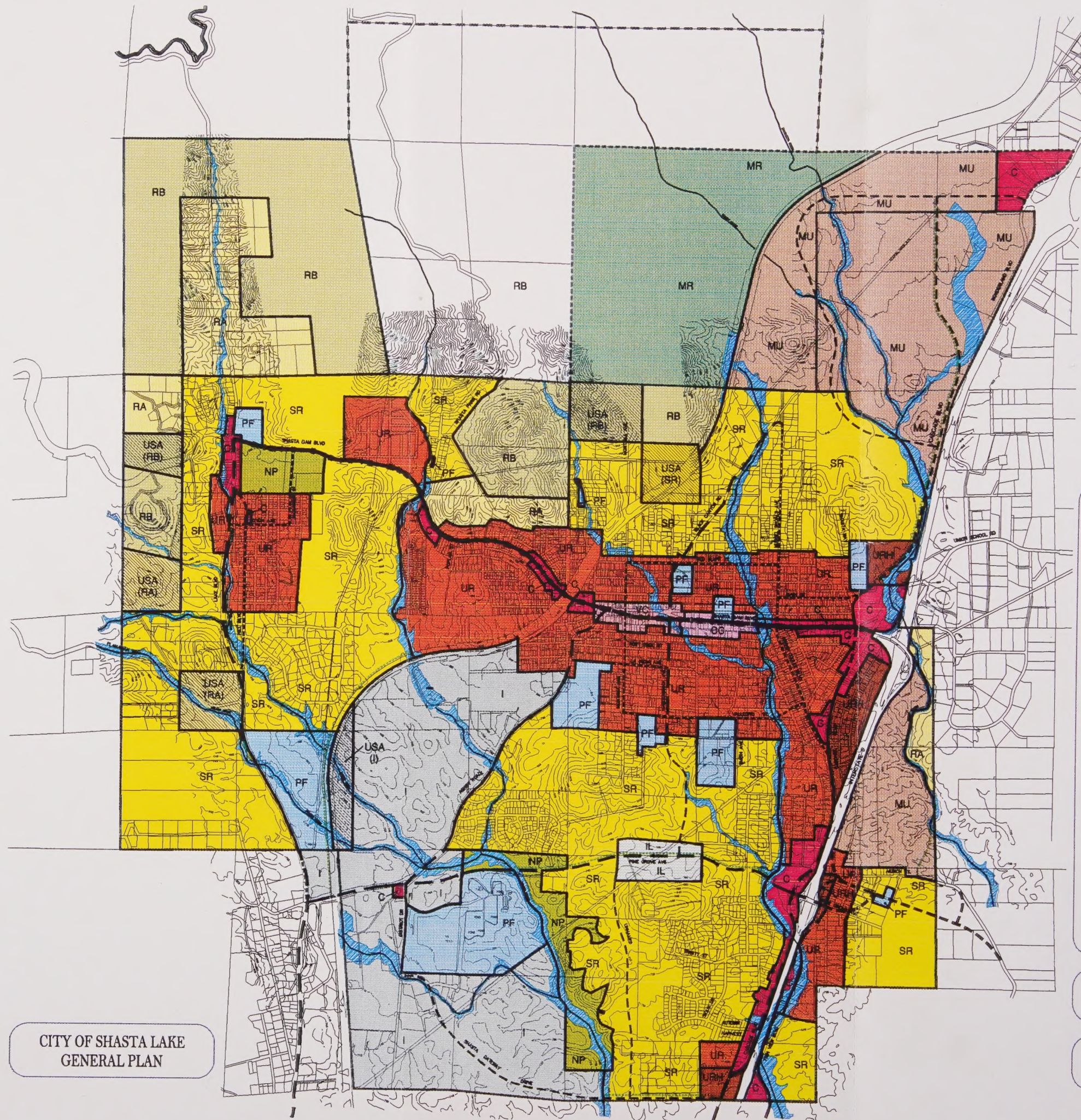
"In new and undeveloped industrial areas, require master plans and infrastructure financing programs as a condition of subdivision approval, so haphazard development, without a coordinated plan for land use, incompatibility with adjacent residential areas, circulation, infrastructure, and public services, does not occur."

4. In response to a comment provided by Mr. Dwight Bailey, a new **Implementation Measure PF-(9)** is proposed which addresses the use of redevelopment funds as a source for infrastructure improvements:

"Use the Redevelopment Agency to facilitate funding needed for infrastructure improvements throughout the City in designated redevelopment areas of the City."

5. In response to a change to the Land Use Map, **Implementation Measure LU-(16)** is proposed to be amended to read:

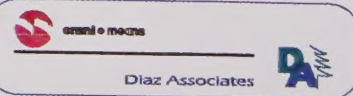
"The area immediately east and north of the Pine Grove Avenue and Interstate 5 interchange is currently designated as Urban Residential and Urban Residential High ~~Suburban Residential~~. The area is bounded by Pine Grove Avenue to the south, Leona Avenue to the east, the parcels along the northern side of Akrich Street to the north, and Interstate 5 to the west. At such time that either Pine Grove Avenue is extended easterly, or the interchange is modified, conversion of those lands to a *Commercial* classification should be evaluated."



LEGEND

- Existing City Limit
- Future City Limit
- Sphere of Influence
- Minor Arterial
- Existing Collector
- Future Collector
- Residential Collector
- Trail System
- Land Use Limit
- 100 Year Floodplain
- RB Rural Residential B (5 acres/unit)
- RA Rural Residential A (2 acres/unit)
- SR Suburban Residential (3 units/acre)
- UR Urban Residential (10 units/acre)
- URH Urban Residential High (20 units/acre)
- MU Mixed Use
- C Commercial
- CC City Center Commercial
- VC Village Commercial
- IL Industrial
- IL Industrial Light
- MR Mineral Resource
- NP Community Park
- PF Public Facilities
- USA Federal Government

CITY OF SHASTA LAKE
GENERAL PLAN



LAND USE
CIRCULATION

JUNE 15, 1999



CITY OF SHASTA LAKE GENERAL PLAN

FINAL ENVIRONMENTAL IMPACT REPORT

SCH #98112019

June 15, 1999

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CITY OF SHASTA LAKE GENERAL PLAN

FINAL ENVIRONMENTAL IMPACT REPORT

SCH #98112019

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In Association
With

Omni-Means, Engineers and Planners
PACE Engineering
ENPLAN, Environmental Scientists and Planners
Bollard Acoustical Consulting
Jensen & Associates

June 15, 1999

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DRAFT ENVIRONMENTAL IMPACT REPORT

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INTRODUCTION

1.1 PURPOSE OF THE FINAL EIR

The *City of Shasta Lake General Plan Final Environmental Impact Report (FEIR)* has been prepared by the City of Shasta Lake (City) pursuant to the requirements of the *California Environmental Quality Act (CEQA)* as amended.

The *FEIR* incorporates the *City of Shasta Lake Draft General Plan (Project)* and the *City of Shasta Lake General Plan Draft EIR (DEIR)* dated March 29, 1999 (SCH #98112019). This document, together with the *DEIR*, constitutes the *FEIR* for the proposed Project. Copies of the *General Plan* are available at the City Planning Division office located at 1650 Stanton Drive, Shasta Lake.

As required by *CEQA*, the City provided regulatory agencies, interested agencies and organizations, and the general public with opportunities to comment on the *DEIR*. The City circulated the *DEIR* for a 45-day public review period between March 29, 1999 and May 12, 1999. Copies were provided to the State of California Governor's Office of Planning and Research State Clearinghouse for distribution to select state agencies.¹ During this public review period, three public hearings were held on April 7, April 22 and May 5, 1999 to obtain comments on the *Draft General Plan* and *DEIR*. Furthermore, notices were placed in local newspapers and in City utility bill mailings during the month of April 1999. Comments were accepted and addressed in this *FEIR*.

In addition, the *Draft General Plan* and *Draft EIR* were provided to the following local agencies and organizations for review and comment.

- Bella Vista Water District
- City of Redding
- Economic Development Corporation of Shasta County
- Gateway Unified School District
- Mountain Gate Community Services District
- Pacific Gas and electric
- Pacific Telephone
- Shasta Association of Realtors
- Shasta Builders Exchange
- Shasta County Department of Public Works
- Shasta County Department of Resource Management
- Shasta County Local Agency Formation Commission
- Shasta County Sheriff's Department
- Shasta County Supervisor Molly Wilson
- Shasta Lake Fire Protection District
- Shasta Lake Merchant's Association
- State of California Department of Forestry and Fire Protection
- State of California Department of Water Resources
- U.S. Army Corps of Engineers
- U.S. Bureau of Land Management
- U.S. Fish and Wildlife Service
- U.S. Forest Service, Shasta Lake Ranger District

¹ A copy of the May 14, 1999 letter identifying compliance with State Clearinghouse review requirements is provided after the *Comment Letters* in this *FEIR*. The letter also provides a list of reviewing state agencies.

At the Planning Commission meeting of May 20, 1999, the Commission considered the *FEIR* for recommendation of certification to the City Council and adoption of the *General Plan*. The City Council considered the recommendation at a public hearing on June 1 and certified the *FEIR* as complete and adequate and adopted the *City of Shasta Lake General Plan* on June 15, 1999.

1.2 FORMAT OF THE FINAL EIR

The *FEIR* consists of this *Introduction*, the *Changes to the DEIR*, and the *Comments and Responses to the DEIR*. Originally, the *Comments and Responses* were going to constitute *Chapter Eight* in the *DEIR*, however, due to the minimal amount of comments received, it was determined that the *Comments and Responses to the DEIR* would be included in this section.

CHANGES TO THE DRAFT EIR

2.1 CHANGES TO THE DRAFT EIR

The following includes additions, deletions, and corrections to the *DEIR*. These changes were made in response to comments received. The comments and responses follow these sections along with copies of the applicable letters received. It should be noted that only two governmental agencies commented on the *DEIR*, the Shasta County Department of Resource Management and the City of Redding Development Services Department. In response to the State Clearinghouse 45-day review period, only the State of California Department of Conservation provided comment. However, they specifically stated that "While we have no further comments on the Plan's Draft Environmental Impact Report, we offer the following recommendations with respect to the General Plan." No comments were received from any public, private, non-profit or citizen organizations. Whereas, there were several citizen written and oral comments regarding the *Draft General Plan*, none specifically addressed the *DEIR*. Only one letter questioned the adequacy of the *DEIR* by referencing financial hardship, loss of revenue to the City, potential litigation, and land use incompatibility resulting from a proposed change in land use classification. During the three public hearings held on April 7, April 22 and May 5, 1999 to obtain comments on the *Draft General Plan* and *DEIR*, no comments were made concerning the *DEIR*.²

Most of the changes provided were editorial in nature or served to clarify information presented in the *DEIR*. None of the changes resulted in changes to the conclusions presented in the *DEIR*.

The changes to the *DEIR* are indicated by page number, paragraph number (only full paragraphs are counted, except as noted), and sentence number within the paragraph (where applicable). To aid the reader in following changes presented, this section of the *FEIR* should be reviewed in conjunction with the *DEIR*.

2.2 CHANGES

1. Page 3-17, under the discussion for Flood Protection, the following sentence is added.

"The City uses the same stormwater detention standard as the City of Redding to avoid impacts on Shasta County and City of Redding residents downstream of the City of Shasta Lake."

2. Page 4-15, third paragraph, where there is reference to the *1994 Air Quality Attainment Plan (AQAP)*, the phrase "and the *1997 AQAP*" is added.
3. Page 4-19, paragraph 4, first sentence, the phrase "and the *1997 AQAP*" is added after the reference to the *Northern Sacramento Valley Air Basin 1994 Air Quality Attainment Plan*.

² Minutes of the various Planning Commission meetings and the letters submitted are available for review at the City of Shasta Lake Planning Division office.

COMMENTS AND RESPONSES TO THE DRAFT EIR

3.1 COMMENTS

The following provided comments to the *DEIR*.

- May 6, 1999. Mr. Russ Mull, Director of Resource Management, Shasta County Department of Resource Management.
- May 11, 1999. Mr. Albert F. Cunningham, Attorney & Counselor at Law on behalf of Mr. and Mrs. Scott Davies.
- May 12, 1999. Mr. John Keaney, Senior Planner. City of Redding Development Services Department.

3.2 RESPONSES TO COMMENTS

It should be noted that responses are provided only to comments that are applicable to environmental effects. Changes are noted with an underline, where text has been added, and a strikeout, where text has been deleted.

Mr. Russ Mull, Director of Resource Management, Shasta County Department of Resource Management.

Comment 1

To the extent that items mentioned in our December 15, 1998, letter have not been addressed they still remain a concern.

Response 1

Comment noted, however, the comment should have specifically identified the items that were not addressed. The City did make appropriate changes and incorporated issues raised by the County, where appropriate.

Comment 2

References on page 4-15 and 4-19 in the Environmental Impact Report to the 1994 Air Quality Attainment Plan should also include the phrase "and the 1997 AQAP".

Response 2

The comment is noted. On page 4-15, third paragraph, where there is reference to the 1994 Air Quality Attainment Plan (AQAP), the phrase "and the 1997 AQAP" is added. On page 4-19, paragraph 4, first sentence, the phrase "and the 1997 AQAP" is added after the reference to the Northern Sacramento Valley Air Basin 1994 Air Quality Attainment Plan.

Comment 3

The proposed land use designations that about the unincorporated area appear to be compatible with the County land use designations.

Response 3

Comment noted. The City of Shasta Lake made a concerted effort to insure land use compatibility with Shasta County and City of Redding.

Comment 4

The current County land use designation for a portion of the 3M property abutting the current City boundary and proposed for annexation is Industrial. The proposed plan eliminates that designation. Given the concern about long-term access as well as topography, elimination of this designation may be appropriate particularly if limited processing of mined materials is allowed in the MR designation if mining were to occur.

Response 4

Comment noted.

Comment 5

The remaining lands of the 3M company to the west of the aforementioned lands shown in the proposed sphere but not proposed for annexation are designated by the proposed plan as RB. The current County designation is Mineral. The County, in concert with the update of our General Plan Minerals Element, is currently reviewing this designation for appropriateness. The current designation will be retained pending further discussion with 3M company representatives.

Response 5

The RB classification was recommended for the 3M Company referenced lands for several reasons. From a circulation perspective, access to and from these lands would be required to pass through established residential areas where existing roads do not meet horizontal curve alignment standards and in some instances vertical curve alignment standards which compromise safety and would require significant improvements. In addition, circulation would require access to Interstate 5 via Shasta Dam Boulevard where heavy truck traffic will eventually be incompatible with the *Village Commercial* and *City Center Commercial* land use classifications.

One of the major reasons why the County and the City have identified the Pine Grove Avenue extension, in their respective previous and current general plans, is to divert intensive heavy truck traffic from industrial uses to Ashby Road and to the future Pine Grove Avenue extension to access Interstate 5. Furthermore, to implement this circulation component of the General Plan, the City has obtained grants to construct the Pine Grove Avenue extension this year.

Lastly, the City met with 3M Company representatives who provided written testimony supporting the designation of the aforementioned lands as RB.

Comment 6

The proposed RA designation north of Shasta Dam Blvd. and west of Lake Blvd. affects lands that are similar in character and slope as lands to the north and south that are designated RB. The lesser RB densities may be more appropriate.

Response 6

The comment would be appropriate if the land identified had not been substantially developed. However, the degree of existing development warrants the *RA* land use classification since it recognizes the level of existing development.

Comment 7

Proposed text policies appear to complement existing Shasta County policies and guidelines and are supportive of themes that are of mutual concern.

Response 7

Comment noted. In preparing the *Draft General Plan*, the City reviewed the Shasta County and City of Redding General Plans in order to be supportive.

Comment 8

To complement FS-(4) and LU-f in terms of potential effect of City development on County lands and interests it is suggested that a policy be added that specifies referral of City projects to the County for comment. The policy could be worded to say "refer all development applications which have the potential to impact lands or facilities in the unincorporated area to Shasta County for review and comment". This language mirrors existing County policy.

Response 8

In response to the comment, it is proposed that *Policy LU-f* be amended to read as follows:

"To the degree feasible, develop and ensure land use compatibility through coordination and cooperation with the City of Redding and Shasta County. All development applications which have the potential to impact lands or facilities in the City of Redding and in the unincorporated areas of Shasta County shall be submitted to the respective agencies for review and comment."

Mr. Albert F. Cunningham, Attorney & Counselor at Law on behalf of Mr. and Mrs. Scott Davies.

Comment 9

I have reviewed the E.I.R. for this project and I seriously question whether the E.I.R. is adequate to address the adverse impacts which we have addressed in this letter.

Response 9

Adequacy of the *DEIR* is questioned due to the proposed *Draft General Plan* land use classification change from *Commercial* to *Urban Residential*. The comment letter states that "It is imperative that the Davies continue to receive the rental revenue from the property for their livelihood. A change in the use would be devastating to them financially." In addition "If the use of the property were changed the City would lose sales tax revenues." The comment then notes that "They (sic) City may also incur litigation expenses which could be avoided by excluding this area from a change in the General Plan.

Economic and social effects are not considered environmental effects under CEQA. Effects analyzed under CEQA must be related to a physical change in the environment.

The comment letter also notes that the property "would be consistent with the current use of other properties within the general vicinity. These properties include a Nursing Home, a Chrome shop, a restaurant . . . " Review of the area clearly illustrates that the predominant land use in the area is residential and the land use classification of *Urban Residential* is appropriate.

The comments by Mr. Cunningham were primarily due to the concern over the existing uses on his client's property being "non-conforming." Based on telephone discussions with Mr. Cunningham,³ he now recognizes that *Implementation Measure LU-(3)* provides his client with a mechanism whereby the property would be legally conforming and the potential adverse impacts he identified would no longer be applicable. *Implementation Measure LU-(3)* allows for existing commercial development within areas designated *Urban Residential* and *Urban Residential High* accessing streets identified in *Table C-1* to be legally conforming. However, the structures on the site should be on a residential scale, be in standard condition and painted and that the site is clean, landscaped and fenced, where necessary. The property fronts Cascade Boulevard and meets the location requirement of the measure.

Mr. John Keane, Senior Planner. City of Redding Development Services Department.

Comment 10

Objective FL-1 and Policies FL-e and FL-i directly address downstream flooding impacts of urbanization and clearly require that the potential flooding impacts of urbanization be mitigated. This provides a major step in assuring that future development avoids contributing to flood damage. In California Environmental Quality Act (CEQA) terms, mitigation must be sufficient to reduce impacts, including cumulative impacts below the level of significance.

Response 10

Comment noted.

Comment 11

The City of Redding has established the ten-year storm event as the level of significance within the City of Redding. The same standard should be applied in the City of Shasta Lake in order to avoid impacts on Shasta County and Redding residents downstream of the City of Shasta Lake.

Response 11

The City of Shasta Lake currently utilizes the same standards as the City of Redding with regard to stormwater analysis and improvements.⁴ Specific language such as identifying the storm event year that should be designed for is determined inappropriate for a general plan and is best addressed as a development standard. However, to clarify that the City of Shasta Lake does utilize the same standards, the following sentence is added to the discussion regarding Flood Protection on page 3-17.

³ As recent as May 18, 1999.

⁴ Based on a May 18, 1999 telephone discussion with Mr. Paul Jones, P.E. of PACE, Civil, Inc. who is under contract with the City of Shasta Lake as City Engineer.

"The City uses the same stormwater detention standard as the City of Redding to avoid impacts on Shasta County and City of Redding residents downstream of the City of Shasta Lake."

Comment 12

Implementation Measures W-(7), W-(8), and OSR-(7) seem to partially negate Policy FL-i by stating that detention/retention would be explored. We are assuming that this is in the context of City or regionally initiated action and does not negate the requirement of Policy FL-i to require mitigation of potential flooding impacts. Perhaps the relationship between the policies could be clarified.

Response 12

Policy FL-i states:

"The impacts of new development on the floodplain or other downstream areas due to increased runoff from that development shall be mitigated."

Implementation Measures W-(7), W-(8), and OSR -(7) provide mechanisms to mitigate increased runoff from development. Measure OSR -(7) specifically addresses "regionally initiated actions". However, Implementation Measure W-(7) in the General Plan should be amended to read:

"Explore alternatives to storm water collection methods, including the use of detention/retention basins ~~and the feasibility of a~~ to implement the "no net runoff" concept."

Comment 13

In the southwest corner of the City of Shasta Lake, the Draft General Plan proposes a large area of "Industrial." Based on existing and approved uses, the City of Redding acknowledges the basis for this land use designation. The Redding Draft General Plan, however, proposes single-family residential land use designations abutting the industrial area, which creates the potential for significant land use conflicts. Staff was aware of this potential conflict in preparing the Redding Draft General Plan and looked carefully at alternate land use designations for the area. The terrain in Redding jurisdiction is just too difficult to consider "Industrial" classification. In order to address the land use compatibility issue, the City of Redding requests that a policy be added to the City of Shasta Lake Draft General Plan stating that special setback and grading limitations will apply for parcels on the south boundary of the "Industrial" designation.

Response 13

The comment raises an excellent point that is not only applicable to City of Redding residential lands but also to those within the City of Shasta Lake. Therefore, Policy LU-(8) is proposed to be amended to read:

"In new and undeveloped industrial areas, require master plans and infrastructure financing programs as a condition of subdivision approval, so haphazard development, without a coordinated plan for land use, incompatibility with adjacent residential areas, circulation, infrastructure, and public services, does not occur."

Comment 14

The extensive recreation trail system depicted on the Land Use Diagram is noted. Providing an extensive trail system was constantly identified as a key issue during the public input phase for the Redding General

Plan and the Redding Draft General Plan also proposes a recreation trail system. Staff has noted that there are potential locations where the trail systems of the two jurisdictions could be connected, but are not. Staff will be recommending to the Redding Planning Commission changes to the Redding Draft General Plan to accomplish some of those connections. In that same context, City of Shasta Lake may want to consider depicting the Salt Creek corridor between the Redding city limits and the Pine Grove interchange as a trail location.

Response 14

Whereas, the City of Shasta Lake recognizes that recreational trails are a valued component, the City wants to insure that private property rights, security, system construction and maintenance costs are considered, in addition to the recreational merits of the system, in order to insure a viable system. In analyzing potential routes, the City considered these parameters. Whereas, a Salt Creek system that extends to the City of Redding would be desirable, the level of existing development, topography, security and construction and maintenance costs outweigh the recreational merits of such a system. Recreational trails are identified along Salt Creek, however, the connection is between Cascade Boulevard and the future Pine Grove Avenue extension.

COMMENT LETTERS

4.1 COMMENT LETTERS ON THE DRAFT EIR

The following provided comment letters and/or correspondence regarding the *DEIR*.

- May 6, 1999. Mr. Russ Mull, Director of Resource Management, Shasta County Department of Resource Management.
- May 11, 1999. Mr. Albert F. Cunningham, Attorney & Counselor at Law on behalf of Mr. and Mrs. Scott Davies.
- May 12, 1999. Mr. John Keaney, Senior Planner. City of Redding Development Services Department.
- May 14, 1999. Ms. Terry Roberts, Senior Planner, State Clearinghouse, State of California Governor's Office of Planning and Research.
- May 6, 1999. Mr. Jason Marshall, Assistant Director, State of California - The Resource Agency, Department of Conservation. (Comment on the *General Plan*).



SHASTA COUNTY

DEPARTMENT OF RESOURCE MANAGEMENT

1855 Placer Street, Redding, CA 96001

Russ Mull, R.E.H.S.
Director

☐ Suite 101

AIR QUALITY MANAGEMENT DISTRICT
R. Michael Kussow, P.E.
Air Pollution Control Officer
(530) 225-5674
FAX: (530) 225-5237

☐ Suite 102

BUILDING DIVISION
Ralph S. Overbay
Division Manager
(530) 225-5761
FAX: (530) 245-6468

☐ Suite 103

PLANNING DIVISION
James Cook
Division Manager
(530) 225-5532
FAX: (530) 245-6468

☐ Suite 201

ENVIRONMENTAL HEALTH DIVISION
James Smith, R.E.H.S.
Division Manager
(530) 225-5787
FAX: (530) 225-5413

☒ Suite 200

ADMINISTRATION &
COMMUNITY EDUCATION
(530) 225-5789
FAX: (530) 225-5807

May 6, 1999

Ron Adams
Development Services Department - Planning Division
City of Shasta Lake
1650 Stanton Drive
Shasta Lake, CA 96019

RECEIVED
MAY 10 1999
PLANNING

Dear Mr. Adams:

NOTICE OF COMPLETION FOR THE DRAFT GENERAL PLAN AND ENVIRONMENTAL IMPACT REPORT

I appreciate receiving the subject Notice of Completion (NOC). Our comments are listed as follows:

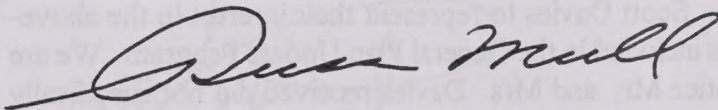
1. To the extent that items mentioned in our December 15, 1998, letter have not been addressed they still remain a concern.
2. References on page 4-15 and 4-19 in the Environmental Impact Report to the 1994 Air Quality Attainment Plan should also include the phrase "and the 1997 AQAP".
3. The proposed land use designations that abut the unincorporated area appear to be compatible with the County land use designations.
4. The current County land use designation for a portion of the 3M property abutting the current City boundary and proposed for annexation is Industrial. The proposed plan eliminates that designation. Given the concern about long-term access as well as topography, elimination of this designation may be appropriate particularly if limited processing of mined materials is allowed in the MR designation if mining were to occur.
5. The remaining lands of the 3M company to the west of the aforementioned lands shown in the proposed sphere but not proposed for annexation are designated by the proposed plan as RB. The current County designation is Mineral. The County, in concert with the update of our General Plan Minerals Element, is currently reviewing this designation for appropriateness. The current designation will be retained pending further discussion with 3M company representatives.

Ron Adams
May 6, 1999
Page 2

6. The proposed RA designation north of Shasta Dam Blvd. and west of Lake Blvd. affects lands that are similar in character and slope as lands to the north and south that are designated RB. The lesser RB densities may be more appropriate.
7. Proposed text policies appear to complement existing Shasta County policies and guidelines and are supportive of themes that are of mutual concern.
8. To complement FS-(4) and LU-f in terms of potential effect of City development on County lands and interests it is suggested that a policy be added that specifies referral of City projects to the County for comment. The policy could be worded to say "refer all development applications which have the potential to impact lands or facilities in the unincorporated area to Shasta County for review and comment". This language mirrors existing County policy.

Please feel free to contact me if you have any further questions.

Sincerely,



Russ Mull, R.E.H.S.
Director of Resource Management

c: Julie Howard, LAFCO Officer

THE LAW CENTER

Albert F. Cunningham
Attorney & Counselor at Law

1742 Court Street
Redding, CA 96001

e-mail: acunningham@nstate.net
www.the-lawcenter.com

Telephone: (530) 243-0574
Fax: (530) 243-1068

RECEIVED
MAY 11 1999
PLANNING

May 11, 1999

Development Services Division
Planning Division
1650 Stanton Drive
P.O. Box 777
Shasta Lake, CA 96019

RE: City of Shasta Lake General Plan Update Program
A.P. #007-130-07
Property Address: 2012 Cascade Blvd., Shasta Lake City

Gentlemen:

My office has been retained by Mr. & Mrs. Scott Davies to represent their interest in the above-referenced property which we understand is included in the General Plan Update Program. We are writing you at this late date because the notice Mr. and Mrs. Davies received did not specifically inform them that their interest in the property would be adversely affected by the proposed General Plan changes. The notice is vague and ambiguous. Further, Mr. Davies had spoken with a member of the Planning staff who informed him that "nothing would come of the proposed changes". The property is currently zoned Light Manufacturing. The Davies did not know until today when they contacted our office that the proposed General Plan will change the use of this property to residential.

My clients oppose any change of use of the property. It is their opinion that Light Manufacturing is the highest and best use for the property and that the property is not suitable for residential uses. This property was purchased by them over ten years ago for the purpose of eventually conducting Mr. Davies' machine shop and engine repair business. They purchased this property specifically because the zoning would permit the business which they intended to conduct on the property.

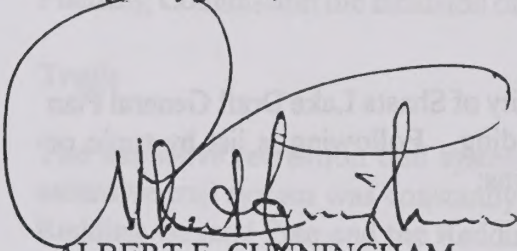
Since that time they have leased the property continuously to many businesses who have used the property for uses permitted within the Manufacturing Zone District, awaiting the time when they could afford to move their machine shop and engine repair business to the property. It is imperative that the Davies continue to receive the rental revenue from the property for their livelihood. A change in the use would be devastating to them financially. They would lose the rental income, the building would become useless and a liability to them and the City, and they would lose the benefit of their investment.

The City would also lose by a change in use of this property. The businesses that occupy the property generate significant sales tax revenues for the City. If the use of the property were changed the City will lose sales tax revenues. The City would be encumbered with the expense of monitoring non-conforming uses. The City may also incur litigation expenses which could be avoided by excluding this area from a change in the General Plan.

The exclusion of this property from a change in the General Plan would be consistent with the current use of other properties within the general vicinity. These properties include a Nursing Home, a Chrome Shop, a restaurant, and other properties which are unsuitable for residential use.

I have reviewed the E.I.R. for this project and I seriously question whether the E.I.R. is adequate to address the adverse impacts which we have addressed in this letter. We respectfully request that the properties within the vicinity of the property owned by Mr. & Mrs. Davies as mentioned above be excluded from the proposed Residential General Plan designation. We further request that the properties be included within a General Plan designation that would permit Light Manufacturing uses.

Very truly yours,



ALBERT F. CUNNINGHAM
Attorney & Counselor at Law

AFC/sw

cc: Mr. & Mrs. Scott Davies



CITY OF REDDING

DEVELOPMENT SERVICES DEPARTMENT

PLANNING DIVISION

760 Parkview Avenue, Redding, CA 96001-3396

P.O. Box 496071, Redding, CA 96049-6071

530.225.4020 FAX 530.225.4360

May 12, 1999

A-050-250

Ron Adams, City Planner
Development Services Department
P. O. Box 777
1650 Stanton Drive
Shasta Lake, CA 96019

Subject: Draft General Plan for the City of Shasta Lake

Dear Mr. Adams:

City of Redding Development Services staff has reviewed the City of Shasta Lake Draft General Plan and has noted some areas that could affect the City of Redding. Following is list by topic or geographic area that summarizes the City of Redding's concerns:

Downstream Flooding

Objective FL-1 and Policies FL-e and FL-i directly address downstream flooding impacts of urbanization and clearly require that the potential flooding impacts of urbanization be mitigated. This provides a major step in assuring that future development avoids contributing to flood damage. In California Environmental Quality Act (CEQA) terms, mitigation must be sufficient to reduce impacts, including cumulative impacts below the level of significance.

The City of Redding has established the ten-year storm event as the level of significance within the City of Redding. The same standard should be applied in the City of Shasta Lake in order to avoid impacts on Shasta County and Redding residents downstream of the City of Shasta Lake.

Implementation Measures W-(7), W-(8), and OSR-(7) seem to partially negate Policy FL-i by stating that detention/retention would be explored. We are assuming that this is in the context of City or regionally initiated action and does not negate the requirement of Policy FL-i to require mitigation of potential flooding impacts. Perhaps the relationship between the policies could be clarified.

Also, the commitment to region-wide flood control is noted and supported. The Policy complements policy in the Redding Draft General Plan requiring the establishment of regional storm-water detention basins.

Land Use Compatibility

In the southwest corner of the City of Shasta Lake, the Draft General Plan proposes a large area of "Industrial." Based on existing and approved uses, the City of Redding acknowledges the basis for this land use designation. The Redding Draft General Plan, however, proposes single-family residential land use designations abutting the industrial area, which creates the potential for significant land use conflicts. Staff was aware of this potential conflict in preparing the Redding Draft General Plan and looked carefully at alternate land use designations for the area. The terrain in Redding jurisdiction is just too difficult to consider "Industrial" classification. In order to address the land use compatibility issue, the City of Redding requests that a policy be added to the City of Shasta Lake Draft General Plan stating that special setback and grading limitations will apply for parcels on the south boundary of the "Industrial" designation.

Circulation

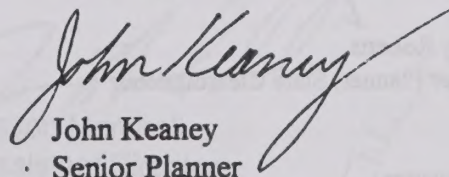
The City of Shasta Lake Draft General Plan proposes the realignment of Akrich Avenue. The Redding Draft General Plan did not propose that realignment. Staff will recommend to the Redding Planning Commission the inclusion of that street segment in order to reconcile that potential conflict.

Trails

The extensive recreation trail system depicted on the Land Use Diagram is noted. Providing an extensive trail system was constantly identified as a key issue during the public input phase for the Redding General Plan and the Redding Draft General Plan also proposes a recreation trail system. Staff has noted that there are potential locations where the trail systems of the two jurisdictions could be connected, but are not. Staff will be recommending to the Redding Planning Commission changes to the Redding Draft General Plan to accomplish some of those connections. In that same context, City of Shasta Lake may want to consider depicting the Salt Creek corridor between the Redding city limits and the Pine Grove interchange as a trail location.

Thank you for the opportunity to review the Draft General Plan for the City of Shasta Lake. The Plan provides an excellent foundation for cooperation on regional issues. If you have any questions concerning this letter, please call me at 225-4025.

Sincerely,


John Keane
Senior Planner

JK:sm

LTR99\B5-12L.RA

c: Eihnard Diaz



Gray Davis
GOVERNOR

STATE OF CALIFORNIA

Governor's Office of Planning and Research

1400 TENTH STREET SACRAMENTO, CALIFORNIA 95812-3044

916-322-2318 FAX 916-322-3785 www.opr.ca.gov



Loretta Lynch
DIRECTOR

May 14, 1999

Ron Adams
CITY OF SHASTA LAKE
1650 STANTON DRIVE
SHASTA LAKE, CA 96019

RECEIVED
MAY 18 1999
PLANNING

Subject: SHASTA LAKE REVISED DRAFT GENERAL PLAN
SCH#: 98112019

Dear Ron Adams:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Notice of Completion form please note that the Clearinghouse has checked the state agencies that reviewed your document. The review period is now closed and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's eight-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts
Senior Planner, State Clearinghouse

Enclosures
cc: Resources Agency

DEPARTMENT OF CONSERVATION

801 K Street, MS 24-02
Sacramento, CA 95814
(916) 445-8733 Phone
(916) 324-0948 Fax
(916) 324-2555 TDD

May 6, 1999

cleaned 5/13/99
E

Mr. Ben Adams
City of Shasta Lake
1650 Stanton Drive
City of Shasta Lake, CA 96019

Subject: City of Lake Shasta Proposed Revised General Plan

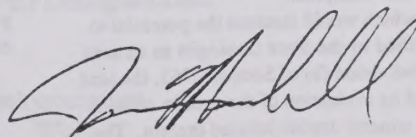
Dear Mr. Adams:

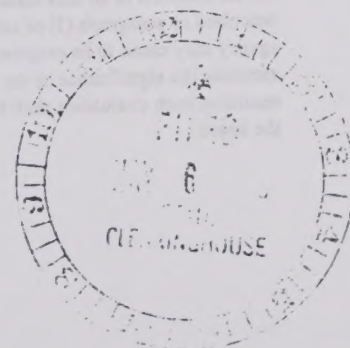
The Department of Conservation (Department) and State Mining and Geology Board (SMGB) have reviewed the proposed Revised City of Shasta Lake General Plan. The Department and the SMGB administer the State's authority for the inventory, use and conservation of mineral resources. While we have no further comments on the Plan's Draft Environmental Impact Report, we offer the following recommendation with respect to the General Plan.

California Public Resources Code, and enforcing regulations, requires that local general plans include policies for the management of mineral resources. The codes also require that local lead agencies submit their mineral resource management policies for review and comment by the SMGB. Finally, SMGB regulations list specific items that should be addressed in the adopted mineral resource management policies. We recommend that the required items not already addressed in the draft plan be included in the final document. (A copy of the pertinent code sections is attached for your reference.)

Thank you for the opportunity to review and comment on the proposed Revised General Plan. If you have questions about our comments, or require technical assistance or information, please contact John Parrish, Executive Officer, SMGB: 801 K Street, MS 24-05, Sacramento, CA 95814; phone (916) 322-1082.

Sincerely,


Jason Marshall
Assistant Director



Enclosure

cc: John Parrish, Executive Officer
SMGB

EXCERPTED FROM:
PUBLIC RESOURCES CODE

ARTICLE 4

State Policy for the Reclamation of Mined Lands

§ 2762. (a) Within 12 months of receiving the mineral information described in Section 2761, and also within 12 months of the designation of an area of statewide or regional significance within its jurisdiction, every lead agency shall, in accordance with state policy, establish mineral resource management policies to be incorporated in its general plan which will:

(1) Recognize mineral information classified by the State Geologist and transmitted by the board.

(2) Assist in the management of land uses which affect areas of statewide and regional significance.

(3) Emphasize the conservation and development of identified mineral deposits.

(b) Every lead agency shall submit proposed mineral resource management policies to the board for review and comment prior to adoption.

(c) Any subsequent amendment of the mineral resource management policy previously reviewed by the board shall also require review and comment by the board.

(d) If any area is classified by the State Geologist as an area described in paragraph (2) of subdivision (b) of Section 2761, and the lead agency either has designated that area in its general plan as having important minerals to be protected pursuant to subdivision (a), or otherwise has not yet acted pursuant to subdivision (a), then prior to permitting a use which would threaten the potential to extract minerals in that area, the lead agency shall prepare, in conjunction with preparing any environmental document required by Division 13 (commencing with Section 21000), or in any event if no such document is required, a statement specifying its reasons for permitting the proposed use, and shall forward a copy to the State Geologist and the board for review.

If the proposed use is subject to the requirements of Division 13 (commencing with Section 21000), the lead agency shall comply with the public review requirements of that division. Otherwise, the lead agency shall provide public notice of the availability of its statement by all of the following:

(1) Publishing the notice at least one time in a newspaper of general circulation in the area affected by the proposed use.

(2) Directly mailing the notice to owners of property within one-half mile of the parcel or parcels on which the proposed use is located as those owners are shown on the latest equalized assessment role.

The public review period shall not be less than 60 days from the date of the notice and shall include at least one public hearing. The lead agency shall evaluate comments received and shall prepare a written response. The written response shall describe the disposition of the major issues raised. In particular, when the lead agency's position on the proposed use is at variance with recommendations and objections raised in the comments, the written response shall address in detail why specific comments and suggestions were not accepted.

(e) Prior to permitting a use which would threaten the potential to extract minerals in an area classified by the State Geologist as an area described in paragraph (3) of subdivision (b) of Section 2761, the lead agency may cause to be prepared an evaluation of the area in order to ascertain the significance of the mineral deposit located therein. The results of such evaluation shall be transmitted to the State Geologist and the board.

EXCERPTED FROM:
CODE OF REGULATIONS

TITLE 14

ARTICLE 6

Mineral Resource Management Policies

§ 3675. Definitions.

The following definitions as used herein shall govern the interpretation of these regulations:

Compatible Land Use. Land uses inherently compatible with mining and/or that require a minimum public or private investment in structures, land improvements, and which may allow mining because of the relative economic value of the land and its improvements. Examples of such uses may include, but shall not be limited to, very low density residential, geographically extensive but low impact industrial, recreational, agricultural, silvicultural, grazing, and open space.

Incompatible Land Use. Land uses inherently incompatible with mining and/or that require public or private investment in structures, land improvements, and landscaping and that may prevent mining because of the greater economic value of the land and its improvements. Examples of such uses may include, but shall not be limited to, high density residential, low density residential with high unit value, public facilities, geographically limited but impact intensive industrial, and commercial.

NOTE: Authority cited: Section 2755, Public Resources Code.

Reference: Sections 2761-2762, Public Resources Code.

HISTORY

1. New section filed 10-12-88; operative 11-11-88 (Register 88, No. 42).

§ 3676. Mineral Resource Management Policies.

Lead agency mineral resource management policies adopted pursuant to the provisions of PRC Section 2762 shall include but not be limited to, the following:

(a) A summary of the information provided by the classification and/or designation reports, or incorporation of PRC Sections 2710 et seq., and state policy by reference, together with maps of the identified mineral deposits or incorporation by reference of the classification and/or designation maps provided by the Board.

(b) Statements of policy in accordance with the provisions of PRC Section 2762(a).

(c) Implementation measures that shall include:

(1) Reference in the general plan of the location of identified mineral deposits, and a discussion of those areas targeted for conservation and possible future extraction by the lead agency

(2) Use of overlay maps or inclusion of information on any appropriate planning maps to clearly delineate identified mineral deposits and those areas targeted by the lead agency for conservation and possible future extraction.

(3) At least one of the following:

(A) Use of special purpose overlay zones, mineral resource open space zoning, or any other appropriate zoning that identifies the presence of identified mineral deposits and restricts the encroachment of incompatible land uses in those areas that are to be conserved.

(B) Record, on property titles in the affected mineral resource areas, a notice identifying the presence of identified mineral deposits.

(C) Impose conditions upon incompatible land uses in and surrounding areas containing identified mineral deposits for the purpose of mitigating the significant land use conflicts prior to approving a use that would otherwise be incompatible with mineral extraction.

NOTE: Authority cited: Section 2755, Public Resources Code.

Reference: Sections 2757 and 2761-63, Public Resources Code.

HISTORY

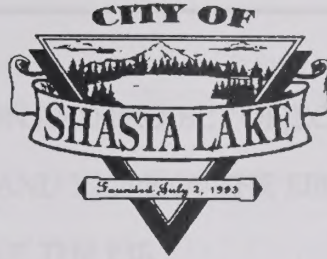
1. New section filed 10-12-88; operative 11-11-88 (Register 88, No. 42).

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DRAFT ENVIRONMENTAL IMPACT REPORT

SCH #98112019

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In Association
With

Omni-Means, Engineers and Planners
PACE Engineering
ENPLAN, Environmental Scientists and Planners
Bollard Acoustical Consulting
Jensen & Associates

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CHAPTER ONE

INTRODUCTION

1.1 PROPOSED ACTION AND PROJECT OBJECTIVES

On July 2, 1993, the City of Shasta Lake incorporated and adopted the Shasta County General Plan on an interim basis. The initial City budget recommended funding for the preparation of the City of Shasta Lake General Plan, but due to a dispute with Shasta County over LAFCo approved terms of incorporation revenue transfer amounts, funds to prepare the revision to General Plan were not been available. Due to the uncertainty of funding availability, on May 7, 1996 the City Council adopted the County General Plan and Zoning Regulations for an indeterminate period per Government Code Section 65301(a). Due to an April 1997 judicial ruling, the City was able to provide the necessary funding to revise the General Plan in a comprehensive manner.

On April 1, 1997 the City Council conducted a public hearing and adopted Resolution CC-97-81 to file a request for a two-year extension to the State of California Office of Planning and Research (OPR) to revise and adopt the General Plan. On April 25, 1997, the request was approved. In November of 1997, the City Council authorized the General Plan revision effort to commence.

The City of Shasta Lake intends to consider and adopt the revision to the General Plan. Per *Section 15378 of the Californian Environmental Quality Act (CEQA) Guidelines*, such an action by the City constitutes a "project" and is subject to environmental review under CEQA. A "project" is defined as follows:

- a) "Project" means the whole of an action, which has a potential for resulting in a physical change in the environment, directly or ultimately, and that is any of the following:
 - (1) An activity directly undertaken by any public agency including but not limited to public works construction and related activities, clearing or grading of land, improvements to existing public structures, enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100-65700.
 - (2) An activity undertaken by a person which is supported in whole or in part through public agency contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.
 - (3) An activity involving the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

This Environmental Impact Report (EIR) for the General Plan is a *Program Environmental Impact Report* as per *Section 15168(a)(3)* of CEQA. This EIR is intended to provide information to the public and to decision-makers regarding the potential environmental effects resulting from the adoption of the General Plan by the City of Shasta Lake. *Section 15168(a)(3)* describes

"A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related . . . in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program."

To implement the General Plan, the City of Shasta Lake would adopt or approve various specific actions, such as ordinances, specific plans, area plans, use permits, land division maps, etc. all of which would be consistent with the policies and implementation measures in the General Plan.

1.2 PROCEDURES

This *EIR* was prepared under requirements of the CEQA and *Guidelines for the Implementation of the California Environmental Quality Act* (California Administrative Code [CAC], Title 14, and Chapter 3 - hereafter called the *CEQA Guidelines*). The City of Shasta Lake is the Lead Agency responsible for the *EIR* under CEQA with authority to certify the Final *EIR* as complete and adequate and to approve the revision to the General Plan.

Section 15121 [a] of the *CEQA Guidelines* defines an *EIR* as an informational document that will:

"... inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project."

Under Section 15091 of the *CEQA Guidelines*, the Lead Agency (the City) must make findings prior to approving the project. For each significant environmental effect identified in the *EIR*, one or more of the following findings must be made:

- Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen (i.e., mitigate) the significant environmental effect as identified in the final *EIR*.
- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- Specific economic, social, or other considerations make unfeasible the mitigation measures or project alternatives identified in the final *EIR*.

Section 15093 of the *CEQA Guidelines* requires the lead agency decision-makers (the City of Shasta Lake City Council) to balance the benefits of a proposed project against any unavoidable environmental effects of the project. If the benefits of the project outweigh the unavoidable adverse environmental effects, the decision-makers may adopt a *Statement of Overriding Considerations*, finding that the environmental effects are considered acceptable.

CEQA is a public process requiring full public disclosure of the expected environmental consequences of the project and its alternatives. This *EIR* is subject to public review as a Draft *EIR* as required under Section 15087 of the *CEQA Guidelines* and requires the City to consider input from other agencies, citizen groups, and individuals. The public must be given an opportunity to comment during a public review period of no less than 30 days but not more than 90 days. For the Draft *EIR* for this project, the review period is 45 days. During the review period, the public and all responsible or interested agencies and organizations will be able to comment, orally or in writing, on the *DEIR*.

Section 15132 of the *CEQA Guidelines* requires that each comment made during the public review period be responded to in writing. The Final *EIR* (*FEIR*) considered for certification will consist of the *DEIR* with any necessary revisions; comments on the *DEIR*; a list of commenting individuals, organizations, or agencies; and City responses to comments.

Upon completion of the *FEIR*, the City will certify its' completion, that it complies with CEQA, and that the information in the *FEIR* was reviewed and considered prior to making a decision on the project. After reviewing and considering the *FEIR*, including public comments on the *DEIR*, the City will then make its findings regarding the proposed project prior to adoption.

As required by *Public Resource Code, Section 21081.6*, the City will adopt a *Mitigation Monitoring Program* which is required to ensure that mitigation measures identified in the *EIR* are implemented. The *Mitigation Monitoring Program* identifies the person or agency responsible for implementing each mitigation measure, the agency to whom implementation of the measure should be reported, and a timetable for implementation and monitoring. *Mitigation Monitoring Programs* also include performance standards used to judge how effective a measure is in meeting its objectives and contingency plans that will take effect if performance standards are not achieved.

1.3 METHODOLOGY AND SCOPE OF THE *EIR*

On November 3, 1998, the *Notice of Preparation (NOP)* and *Initial Study (Appendix 7.1)* determination to prepare an *EIR* was distributed by the City to local agencies and organizations, the State Clearinghouse, and made available to interested citizens.

An *Initial Study* includes a checklist of anticipated impacts, and helps the lead agency to decide whether to prepare an *EIR* or a Negative Declaration. However, the decision to prepare an *EIR* was made by the City when authorization to prepare the General Plan was made by the City Council.

The purpose of the *NOP* was to solicit guidance from agencies, organizations and interested citizens as to the scope and content of the environmental information to be included in the *EIR*. The *NOP* provided information about the project and potential environmental effects to enable recipients to make meaningful responses. This may serve to solve potential problems that would arise in more serious form later.

The *NOP* was sent to the Governor's Office of Planning and Research (OPR) and any known responsible and trustee agencies, individuals and organizations. All responsible and trustee agencies, as well as other interested agencies, citizens groups, and individuals had 30 days to respond to the *NOP*. These responses helped determine the range of environmental issues for the *EIR* to address. A scoping session was held on November 10, 1998. The comment period ended on December 11, 1998 and only one comment letter was received by the Shasta County Department of Resource Management. The comment letter and the response from the State Clearinghouse is provided in *Appendix 7.2*.

The *Initial Study*, combined with the *Notice of Preparation*, determined that the issues of **noise, air quality, land use, traffic, aesthetics, and public facilities** had the potential to significantly impact the environment, even though policies and implementation measures in the General Plan would mitigate potential impacts to a level of insignificance. Procedurally, if the proposed project contains measures designed into the project that would reduce potential impacts to a level of insignificance, the project is "self mitigating" and CEQA does not require the issues to be addressed. However, even though the General Plan is essentially "self mitigating," it was determined appropriate to address the issues of noise, air quality, land use, traffic and public facilities, so that the public, interested agencies and organizations, and decision-makers are well informed and presented a reasoned analysis as to why the above referenced issues are "self mitigating."

It should be noted that not all public facilities were evaluated since the *Existing Conditions Report* has identified that all facilities except for drainage, either meet current standards or are in the process of being evaluated for upgrading. However, concern has been raised regarding the need to expand and possibly construct new treatment facilities and the condition of existing water distribution systems in

the older areas of the community. Furthermore, disposal of treated effluent is an issue that needs to be addressed.

Aesthetics were not evaluated since aesthetically related issues are addressed throughout the General Plan particularly in the Conservation, Open Space, Land Use and Housing Elements. Additional discussion is provided under *Section 3.6 - Effects Not Found To Be Significant*.

Some confusion has arisen regarding statements made in the *Notice of Preparation* with regard to air quality, traffic, hazards, noise, utility and recreation impacts. The *Notice* identifies them as being "Potentially Significant unless Mitigation is Incorporated." In particular, with regard to air quality, a statement was written that " Mobile and stationary emission sources when combined may also exacerbate air quality thresholds. It is anticipated that a *Statement of Overriding Considerations* may have to be adopted as part of the *DGP* (Draft General Plan) approval process."

Initially, it was determined that impacts would arise that were potentially significant that would need some form of mitigation, in particular air quality. However, after additional refinement of policies and objectives and their review and analysis, it was determined that the General Plan with its attendant *Goals, Objectives, Policies* and *Implementation Measures* would result in "Less Than Significant Impacts," or "No Impacts."

1.4 REPORT FORMAT

The following format will be used in this *EIR* to describe existing environmental conditions, potential project-related impacts, and mitigation measures for each of the issues to be addressed.¹

- EXISTING ENVIRONMENTAL SETTING

Existing environmental conditions, specific to the issues identified to be addressed, will be described.

- POTENTIAL SIGNIFICANT IMPACTS

The standard by which impacts are measured and the threshold of significance will be presented. In addition, the level at which an environmental impact is considered significant will be identified. Each identified environmental impact will be numbered for reference. A concluding statement of whether or not an identified impact is significant, less than significant, cumulatively significant, etc., will be presented.

- MITIGATION MEASURES

Each mitigation measure will be listed with a reference number corresponding to the impact to which it applies. If the impact is significant, a statement will be made regarding whether the impact can be mitigated (i.e., reduced or lessened) to a less than significant level or, alternatively, whether the impact is unmitigable, unavoidable, and/or irreversible.

The *EIR* format will conform to the *Standards for Adequacy* of an *EIR* as described in *Section 15151* of the *CEQA Guidelines* that state:

¹ Title 14, California Code of Regulations

"An *EIR* should be prepared with a sufficient degree of analysis to provide the decision-makers with information which enable them to make a decision which intelligently takes into account environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an *EIR* is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an *EIR* inadequate, but the *EIR* should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and good-faith effort at full disclosure."

The *CEQA Guidelines* recognize that a general plan *EIR* will not be as specific as an *EIR* on an individual project: "The degree of specificity required in an *EIR* will correspond to the degree of specificity involved in the underlying activity which is described in the *EIR*".² "An *EIR* on projects such as the adoption or amendment of a local general plan should focus on the secondary effects that can be expected to follow from the adoption, but the *EIR* need not be as detailed as an *EIR* on the specific construction projects that might follow".³ The *CEQA Guidelines* requires that when a proposed project is measured against an adopted general plan, "the analysis shall examine the existing physical conditions as well as the potential future conditions discussed in the plan".⁴

1.5 ORGANIZATION OF THE *EIR*

The purpose of **Chapter One** is to state the nature of the project and inform the reader of the reason for preparing the *EIR*. It also explains the purposes of *CEQA* and briefly summarizes how the *CEQA* process proceeds.

Following this chapter is **Chapter Two - EXECUTIVE SUMMARY**, which identifies each significant effect with proposed mitigation measures that would reduce or avoid that effect; areas of controversy known to the Lead Agency, including issues raised by agencies and the public, and issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects. *Table E-1* is provided that summarizes all impacts and recommended mitigation measures, along with a brief text summarizing other information required by the *CEQA Guidelines*.

Chapter Three - PROJECT DESCRIPTION, describes the project in greater detail, including project objectives, lists of subsequent permits and approvals required, general environmental setting of the project site and surrounding area, discussion of relevant regulations and plans as they relate to the project, and effects found not to be significant should the project be implemented.

Chapter Four - EXISTING CONDITIONS, IMPACTS AND MITIGATIONS, details the environmental setting as it relates to each environmental issue previously described, identifies and evaluates impacts, including cumulative impacts, and proposes mitigation measures to reduce impacts to less than significant levels. This chapter also includes discussion on irreversible environmental changes, cumulative effects, and growth-inducing impacts.

Chapter Five - ALTERNATIVES, evaluates alternatives to the proposed project. Per requirements of 15126 [d][2] of the *CEQA Guidelines*, the "no project" alternative must be considered to compare the environmental consequences of the project as proposed to the consequences of taking no action. The potential environmental impact of these alternatives will be compared to the environmental impact of the project as proposed.

² *CEQA Guidelines*, Section 15146(a)

³ *Ibid.* Section 15146(b)

⁴ *Ibid.* Section 15125(c)

Chapter Six - REFERENCES, provides names of individuals preparing the *EIR*, the names and agencies of individuals contacted for information during *EIR* preparation, and a bibliography that includes references to published literature or technical reports cited.

Chapter Seven - APPENDICES, provides the *Initial Study*, responses to the *Notice of Preparation*, and technical reports and information relevant to environmental issues and the project.

Chapter Eight - LETTERS OF COMMENT, ORAL COMMENTS AND RESPONSES TO COMMENTS, provides written and oral comments received on the Draft *EIR* during the public review period and at the Planning Commission hearing soliciting comments. Responses to each comment will be made to supplement, clarify, or amend information provided in the Draft *EIR*. This chapter will be provided in the FEIR.

CHAPTER TWO

EXECUTIVE SUMMARY

2.1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

The *Environmental Quality Act (State CEQA Guidelines)* provides that this summary identifies each significant effect and proposed mitigation measures that would reduce or avoid that effect. This information is summarized in **Table E-1 - SUMMARY OF POTENTIAL IMPACTS AND PROPOSED MITIGATION MEASURES**, at the end of this section. It should be noted that **Table E-1** is only a summary for quick reference. **Chapter Three - EXISTING CONDITIONS, IMPACTS AND MITIGATIONS** provides a complete analysis and discussion of impacts and mitigation measures.

2.2 POTENTIAL AREAS OF CONTROVERSY, ISSUES TO BE RESOLVED

The following issues are likely to produce controversy or require resolution in reviewing and considering the adoption of the General Plan.

- Redistribution of land use allocations and densities, in particular densities associated with *Multi-Family Residential High* classified lands.
- Allocation of *Industrial* classified lands to areas where the intensity of industrial uses should not be of a heavy manufacturing and/or processing type.
- Implementation of public facility and utility (infrastructure) responsibilities and requirements, in particular with respect to the funding and timing of the necessary infrastructure.
- To a lesser extent, the potential for air quality impacts, in particular, particulate matter resulting from increased traffic generation.

The impacts associated with the air quality issues may or may not occur depending on the amount of development that occurs over the next 20 years. In addition, impacts may occur incrementally over a long period of time as development within the area occurs. In the early stages of development, many of these impacts will be less than significant. The incremental effects of local development, combined with regional weather conditions, and cumulative impacts of other developments in the region, could be significant over time. However, the mitigations proposed reduce impacts to less than significant levels.

2.3 DESCRIPTION OF ALTERNATIVES

Analysis of potential alternatives to the project is required per *Section 15126[d]* of the *CEQA Guidelines*. *CEQA* case law and subsequent amendments underscore the need to consider a "reasonable range" of alternatives to the project that would feasibly attain most of the project goals and objectives, but would avoid or substantially lessen any significant effects of the project. The comparative merits of the alternatives would be evaluated. A "no project" alternative will be discussed per requirements of the *CEQA Guidelines*. This will require comparative analysis of project-related effects versus the effects of taking no action.

Alternatives to the project that are evaluated in this Draft *EIR* are described in detail in **Chapter Five**. Only reasonable alternatives are considered. These alternatives include:

- The CEQA required "No Project" Alternative which is the existing General Plan.
- A lower density residential alternative with more emphasis on single family residential land uses and additional Industrial classified lands.
- An alternative which balances the amount of single family and multi-family residential classified lands.
- A higher density residential alternative with emphasis on multi-family development.

IMPACT NO.	IMPACT	MITIGATION NO.	MITIGATION	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MONITORING PROGRAM
4.1 NOISE					
4.1-1	Implementation of the General Plan will create temporary noise impacts during construction. Although construction activities may result in periods of elevated noise levels in the immediate vicinity of where a project is being developed, significant noise impacts associated with construction activities are not expected. Nonetheless, to reduce the potential for adverse noise effects from during construction activities, the General Plan calls for all construction equipment to have sound-control devices no less effective than those provided on the original equipment and no equipment shall have an unmuffled exhaust. Measures at the project specific stage will be required to reduce construction-related impacts to a less-than-significant level. (<i>Implementation Measure N-(8)</i>). Therefore, the impacts associated with construction equipment noise will be less than significant.	4.1-1	The impacts from short-term construction related equipment and activities were determined to be less than significant. Therefore, no mitigation is necessary.	N/A	N/A
4.1-2	Future traffic noise levels in the City of Shasta Lake are predicted to range from 1 dB Ldn to 9 dB Ldn higher than existing levels, and that there is not a substantial difference in traffic noise levels when development within the Planning Area is considered versus when the analysis is constrained to development within the City Limits. The implementation of the General Plan will not result in perceptible noise level increases to existing noise-sensitive land uses in the City since development will occur over a long-term time period. However, measures advanced will insure that mechanisms are in place so that when noise levels do reach perceptible levels, mitigations are already in place, or that studies are performed by proposed development to mitigate existing and/or future noise impacts. Therefore, the impacts associated with traffic and stationary sources will be less than significant.	4.1-2	The impacts from the combination of existing and future development and associated impacts were determined to be less than significant. Therefore, no mitigation is necessary.	N/A	N/A

IMPACT NO.	IMPACT	MITIGATION NO.	MITIGATION	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MONITORING PROGRAM
4.2 AIR QUALITY					
4.2-1	The impacts from short-term construction and grading activities and emissions generated from vehicular trips by construction personnel associated with development could result in significant short-term air quality effects, however, potential impacts can be reduced to less than significant levels through the implementation of required <i>Standard Mitigation Measures (SMM)</i> and <i>Best Available Mitigation Measures (BAMM)</i> required by the City. Therefore, the impacts associated with short-term construction and grading activities will be less than significant .	4.2.1	The impacts associated with short-term construction and grading activities were determined to be less than significant. Therefore, no mitigation is necessary.	N/A	N/A
4.2-1	State and federal ambient air quality standards provide a basis for the County to evaluate the significance of air quality impacts. Under <i>CEQA</i> , as well as the State and Federal Clean Air Acts, non-attainment of any air quality standard is considered to be an impact. Incremental emissions of non-attainment pollutants are generally considered to be cumulatively significant, because they contribute to non-attainment. The City of Shasta Lake is subject to requirements advanced in the <i>Northern Sacramento Valley Air Basin 1994 Air Quality Attainment Plan</i> which presents a strategy for reducing district-wide emissions until the standards are attained. Therefore, the impacts associated with cumulative air quality impacts resulting from implementation of the General Plan will be less than significant .	4.2-1	The impacts associated with cumulative air quality emissions were determined to be less than significant. Therefore, no mitigation is necessary.	N/A	N/A
4.3 LAND USE					
4.3.1	The revised General Plan could result in an increase of 5,527 persons over the existing General Plan, from 22,403 to 27,930. Based on the projected population, residential buildout of the City could occur by the Year 2064, an increase of 14 years over the existing General Plan. Regardless, the City has the ability with either the existing or revised General Plan to accommodate the projected growth rate of 4,561 persons by the Year 2020.	4.3.1	The impacts associated with land use were determined to be less than significant. Therefore, no mitigation is necessary.	N/A	N/A

IMPACT NO.	IMPACT	MITIGATION NO.	MITIGATION	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MONITORING PROGRAM
	The General Plan provides for the adoption of standards, regulations, and performance requirements that will address any potential land use compatibility issues. <i>Policies and Implementation Measures</i> advanced in the General Plan will insure that potential environmental impacts associated with future development will mitigate potential impacts to levels of insignificance. Potential impacts associated with land use will be less than significant .				
4.4 TRAFFIC					
4.4.1	Implementation of the General Plan will result in increased vehicle trips and/or traffic congestion. However, measures are advanced to insure that streets and transportation facilities are either improved or available to mitigate potential impacts resulting from anticipated development. It has been determined that the majority of the road system in the City, although often not constructed to current road standards, has the capacity to accommodate anticipated growth. The majority of development will occur in areas with limited, if any development. Therefore, development will be required to construct road improvements leading to orderly growth. <i>Policies and Implementation Measures</i> advanced in the General Plan will insure that potential project specific impacts will be addressed and mitigated to levels of insignificance. Potential impacts associated with future traffic and circulation will be less than significant.	4.4.1	The impacts associated with traffic and circulation were determined to be less than significant. Therefore, no mitigation is necessary.	N/A	N/A
4.5 PUBLIC SERVICES & UTILITIES					
4.5.1	The issue regarding water treatment plant expansion needs will be addressed in the <i>Master Water Plan</i> currently being prepared by PACE Engineering, which will be completed by mid 1999. The <i>Master Water Plan</i> will identify strategies and funding mechanisms to address the replacement of the existing water distribution system. Furthermore, the General Plan provides for standards and requirements that insure the provision of adequate water supply for future City residents and	4.5-1	The impacts associated with water treatment and distribution were determined to be less than significant. Therefore, no mitigation is necessary.	N/A	N/A

IMPACT NO.	IMPACT	MITIGATION NO.	MITIGATION	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MONITORING PROGRAM
	businesses. Potential impacts associated with the treatment and provision of water service is less than significant .				
4.5.2	The General Plan calls for the development, improvement and maintenance of existing facilities. The wastewater treatment plant has sufficient capacity to meet Year 2020 needs and beyond. However, the disposal of treated effluent is an issue that needs to be addressed. The City currently owns land adjacent to the treatment facilities that could accommodate the disposal of treated effluent. The General Plan calls for the preparation of a <i>Master Wastewater Treatment Plan</i> and for the extension of wastewater treatment services to areas in the City currently being served by septic and leachfield systems, in particular the Project City area. Potential impacts associated with the treatment and disposal of wastewater is considered less than significant due to the measures advanced in the General Plan.	4.5-.2	The impacts associated with wastewater treatment and disposal were determined to be less than significant. Therefore, no mitigation is necessary.	N/A	N/A

CHAPTER THREE

PROJECT DESCRIPTION

3.1 LOCATION

The City of Shasta Lake is located in the northern end of the Sacramento Valley (*Figure 1*) and is part of the area referred to as the *South Central Urban Region (SCUR)* of Shasta County. The City abuts the City of Redding to the south and southeast, the unincorporated community of Mountain Gate to the northeast, and the unincorporated area of Shasta County to the west and northwest. (*Figure 2*) Interstate 5, located in the eastern portion of the City provides access to the northern and southern portions of the state and beyond. (*Figure 3*) Major regional creeks and drainages which shape development patterns by defining local topography, acting as barriers, and providing attractive natural features among urban land uses include Churn Creek, Salt Creek and Moody Creek.

3.2 CITY CHARACTERISTICS

3.2.1 HISTORICAL BACKGROUND

The City is located on gently rolling hills surrounded by mountains on three sides with the valley opening to the south. Miners looking for gold in the creeks and rivers in the 1850's first settled the area. With the construction of the railroad through this region during the years of 1883-1886, several communities were settled. These communities, Keswick, Coram, and Kennett were established due to the mining of copper in the surrounding mountains. In 1896, the copper smelters employed hundreds of workers. After World War I, the demand for copper related products declined, so the smelters and then the communities were soon abandoned. The development of the area was slow until the construction of Shasta Dam. The dam was built to provide a dependable supply of water for the Central Valley, to control floods, and to allow for year round irrigation of the Sacramento and San Joaquin Valleys. While recreation was not one of the reasons for the construction of Shasta Dam, it has become one of the mainstays of the Shasta County economy. The U.S. Bureau of Reclamation began preliminary fieldwork on the dam site in 1935. Construction of camp facilities, road grading, and support buildings began in 1937. The influx of thousands of depression era workers for the massive construction project resulted in several communities springing up almost overnight. The workers settled in several small communities close to the project site along the main highway to the dam. The larger of these communities came to be known as Summit City, Boomtown (Central Valley), Midway (Project City), and Government Camp (Toyon). These communities continued to grow as the number of construction workers increased. Many workers lived in tents, trailers, and hastily built structures, almost all without indoor plumbing. These communities consisted of not only the workers, but also their families who experienced primitive living conditions.

The growth of these households into communities rather than separate entities resulted from the development of schools and public services. As part of the contract for construction of Shasta Dam, the U.S. Bureau of Reclamation put in a vague requirement that the contractor would make arrangements for the education of the workers children. The contractor was persuaded to make the school available for all children in the community, rather than for just the children of those residing in the village at the dam site. This elementary school was built on federal land in Summit City and became known as Toyon School. The older high school students were bused to the City of Redding.

As construction of the dam was coming to a close, the U.S. Bureau of Reclamation realized that services were going to be needed for federal management personal that would finish and operate the dam and power facilities. In addition, promoters and residents of the area were attempting to

contract with the Bureau for water from Shasta Lake. Thus in 1948, a special district named the Shasta Dam Area Public Utility District (SDAPUD) was formed to provide power and water to the area. By early 1949, the water system had been connected to most homes in the area. Due to the installation of the water system and the growth of the timber industry in the region following the end of World War II, many of the construction workers and their families made the decision to stay in the area. The majority of these residents commuted to Redding or Anderson for employment in the area mills.

As the area continued to grow, park and recreation activities were added to the list of responsibilities of the SDAPUD. The construction of Interstate 5 during the late 1960's just east of Project City allowed easier commuting to Redding. With more homes in the area and stricter environmental regulations, a sewer district was formed in 1976.

Issues regarding representation in Shasta County affairs and the level of provision of public services led to talk of incorporation during the late 1980's and early 1990's. The city voted to incorporate in 1993 and was established on July 2, 1993. The incorporated area includes the former communities of Pine Grove, Project City, Central Valley, and Summit City. The voters of the area chose Shasta Lake for the name of one of California's newest cities.

3.2.2 POPULATION

Since the City was not incorporated in 1990, the State of California Department of Finance calculated that the population of the City of Shasta Lake, extrapolated from 1990 Census data was 8,783. In 1994, the Department of Finance prepared housing and population estimates for the new boundaries of the City of Shasta Lake, establishing a population base of 9,336. In 1995, the population base grew to 9,535. The increase of 199 person represents a growth rate between 1994 and 1995 of 2.1 percent. However, based on the population trend between 1990 and 1995, the growth rate was a modest 1.58 percent.

3.2.3 INCOME AND ETHNICITY

An area's population is broken down by income levels. The standard terminology used for these various income levels is very low, low, moderate, and above moderate-income. These terms are used to describe relative income ranges tied to the median income of all households within a given community. Thus, "very low income" means below 50 percent of the median income; "low-income," between 51 and 80 percent; and "moderate-income," between 81 and 120 percent (for Federal programs, between 81 and 95 percent of median). "Above moderate-income" is generally 121 percent and above (Federal programs, 96 percent and above). The term "lower income," includes both "low-income" and "very-low income;" and all households that do not exceed 80 percent of median household income.

Income figures provided by the U.S. Department of Housing and Urban Development through the State Department of Housing and Community Development, indicated that as of April 1991 the median household income in the City of Shasta Lake was \$19,536 which is categorized as "low income." The "very low income" threshold was \$15,165. In comparison, the county median income was \$30,332 and statewide median income was \$49,105.

According to the 1990 Census, 1,273 households (37.6% of all households) were very-low income, 826 households (24.4%) were low-income, 454 (13.4%) were moderate-income, and 832 (24.6%) were above moderate-income.

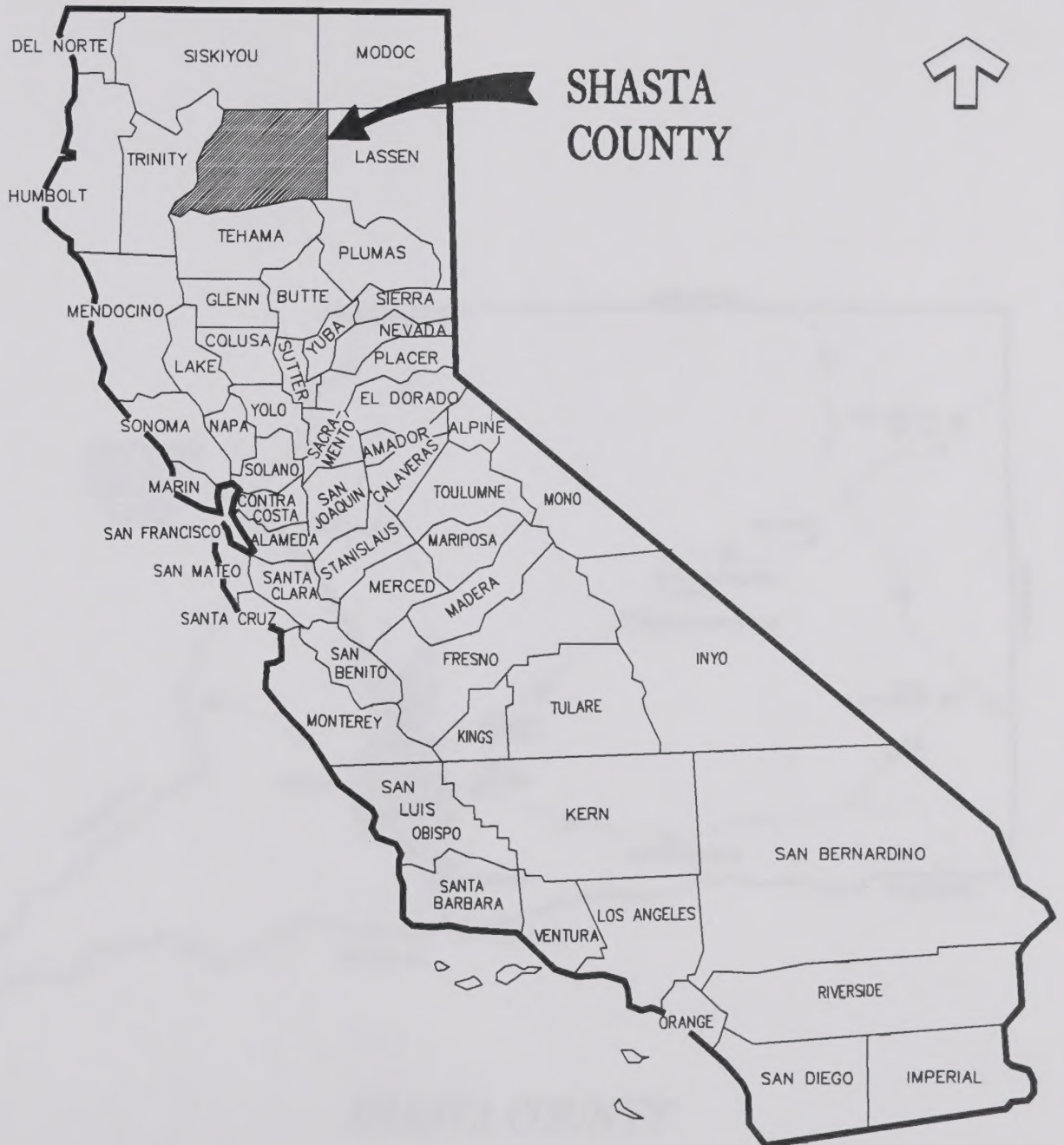
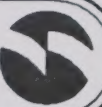
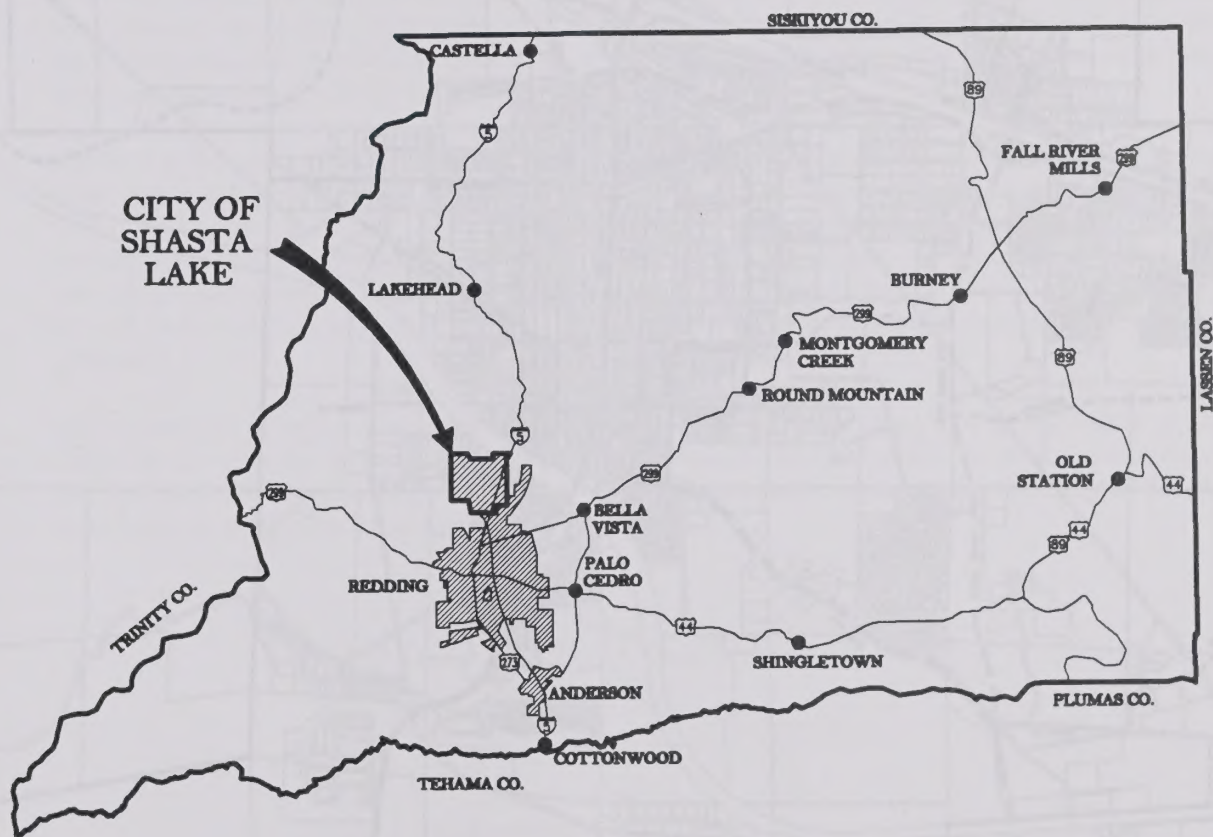


Figure 1

CITY OF SHASTA LAKE

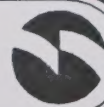
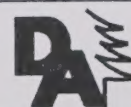


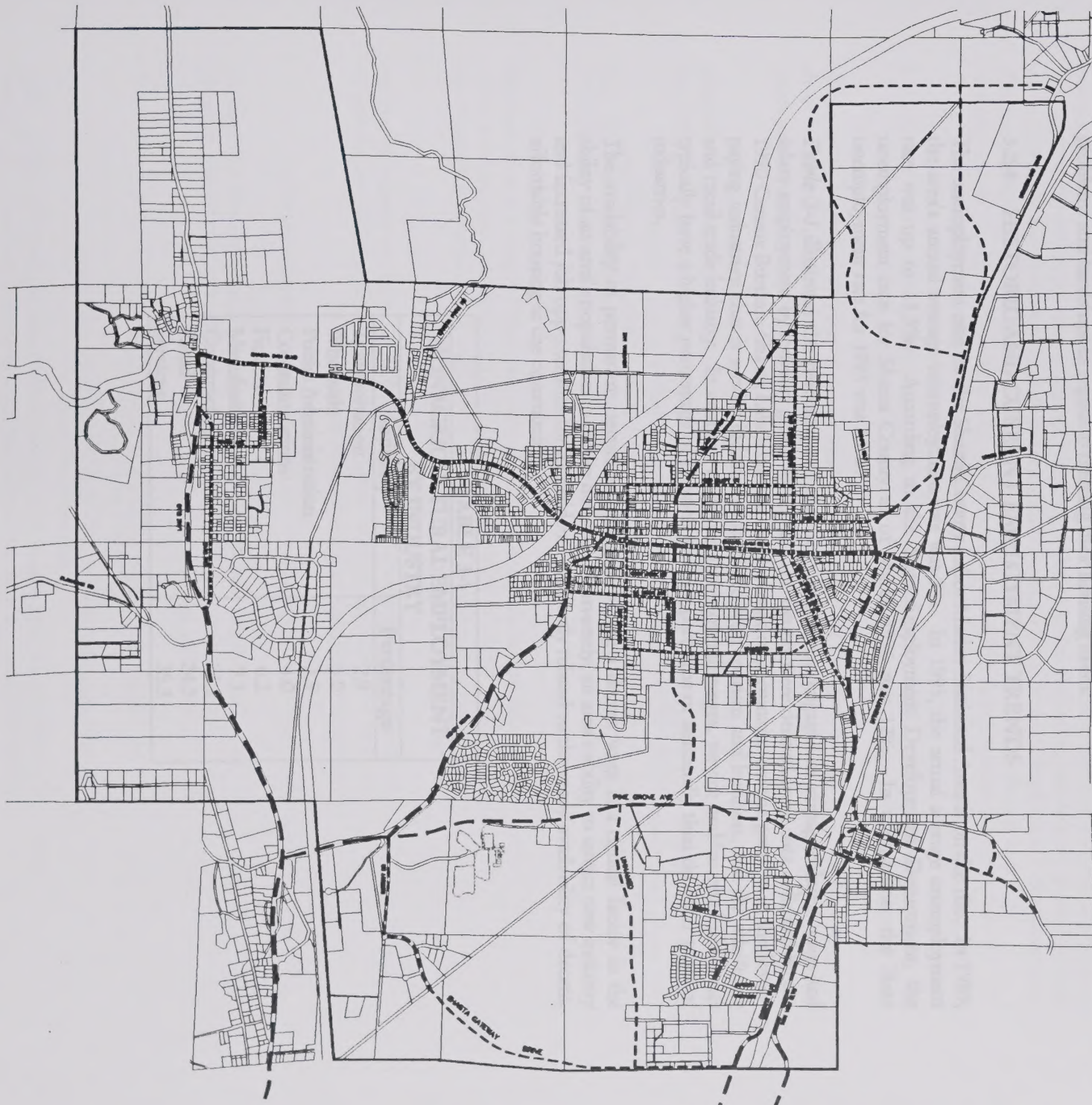


SHASTA COUNTY

Figure 2

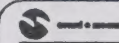
CITY OF SHASTA LAKE





LEGEND

- City Limit Line
- Minor Arterial
- Existing Collector
- - - Future Collector
- Residential Collector



DAZ ASSOCIATES



CITY OF SHASTA LAKE

Figure 3

1990 Census figures indicate that minorities constitute 7.8 percent of Shasta Lake's population. Of these minorities, 1.4 percent were of Hispanic origin, .7 percent were Asian, 5.5 percent were American Indian, and 0.2 percent were Black.

There exists a higher proportion of lower-income families among minority groups than in the population at large; 72.4 percent of minority households had incomes at or below 80 percent of the median income. Among the general population, 62 percent of households were considered lower income. Minority families along with all lower income households of the community face common problems and hardships in regard to meeting their housing needs.

3.2.4 HISTORIC AND CURRENT EMPLOYMENT TRENDS

The unemployment rate for the Shasta County Labor Market Statistical Area is on the rise. In 1989, the area's annual average unemployment rate was 9%. In 1995, the actual average unemployment rate was up to 11.3%. According to the State Employment Development Department, the unemployment rate for Shasta County as of March 1996 was 12%. In comparison, the State unemployment rate for 1995 was 7.8%.

Table 3-1 illustrates the percentage of the area's population engaged in nonagricultural wage and salary employment by industry group for 1990. The figures were derived from data collected by the 1990 Census Bureau. Shasta Lake's current employment opportunities are the greatest in the lower-paying industries; that is service industries associated with tourism and business, and the wholesale and retail trade industry. In addition to paying lower overall wages, service and/or retail industries typically have a higher percentage of persons working part-time or seasonally than do other types of industries.

The availability of permanent, secure employment paying a decent wage is a critical factor in the ability of an area's population to secure housing. Conversely, an area's ability to attract new industry and increased job opportunities for its residents is directly related to the ready availability of decent, affordable housing in the community.

TABLE 3-1	
NONAGRICULTURAL EMPLOYMENT BY INDUSTRY	
Industry	Percentage
Transportation	2.9
Wholesale	3.0
Public Administration	3.8
Communications	4.0
Finance	6.2
Manufacturing	9.1
Construction	11.3
Retail	24.3
Services	35.3

3.3 DESCRIPTION

3.3.1 GENERAL PLAN OBJECTIVES

The General Plan revision involves all land within the incorporated limits of the City of Shasta Lake which is approximately 6,942 acres, or 10.85 square miles. In addition, a Planning Area, which is the 1,948 acres (approximately three square miles), is proposed as the City's Sphere of Influence. Fifteen acres are located in the northeast corner of the intersection of Lake Boulevard and Pine Grove Avenue (formerly Ashby Road at this location). Approximately 1,894 acres owned by the Minnesota Mining and Manufacturing Company (3M) is located generally to the north of the current City Limits. Of the total 3M acreage, approximately 822 acres of land located north and northwest of the City would be suitable for future annexation. Another approximate 34 acres is located immediately west of the Mountain Gate and Interstate 5 interchange. The other land suitable for annexation is an approximate 20 acres located at the northeast corner of Ashby Road and Lake Boulevard.

Section 15124(b) of the CEQA Guidelines requires that the project description include a statement of objectives of the proposed project. The general objectives of the General Plan are:

- 1-1 To insure that planning is a comprehensive process that is derived from public policies clearly stated in the General Plan and includes the application of these policies to lands within the City and Sphere of Influence through redevelopment, zoning, subdivision, and other mechanisms and regulations.
- 1-2 To develop a General Plan which is both internally consistent among all its elements and which provides the policy basis for the redevelopment, zoning, subdivision, and other implementing mechanisms and ordinances.
- 1-3 To develop public trust and confidence that the objectives, policies, and implementation measures shall be faithfully adhered to and equitably applied to all land use matters.
- 1-4 To provide public assurance that the General Plan shall be applied in a manner that responds to local conditions and local concerns through the interpretation of its policies, but only within well-defined and understood limits intended to preserve the overall integrity of the plan.
- 1-5 To develop a planning process that resists short-term pressures exerted by narrow interests to modify the General Plan, but is capable of thoughtfully responding to significantly changing conditions in community needs.
- 1-6 To insure that administration of the planning process is characterized by:
 - The efficient and expeditious handling of planning matters through the coordination and communication of the various departments and divisions of the City and other government agencies
 - Timely and decisive action on all planning matters.
- 1-7 To promote a planning process which is accessible to all citizens.
- 1-8 To fashion a planning process that recognizes the continuing need for citizen review of the objectives, policies, and implementation measures contained in the General Plan.

- 1-9 To convert the General Plan land use boundaries to precise zoning boundaries through the use of natural and man-made physical boundaries such as creeks, ridges, roads, etc., and non-physical boundaries such as property lines, section lines, etc.

3.3.2 GENERAL PLAN ORGANIZATION

The specific language, maps and exhibits of the General Plan are available for review at the City of Shasta Lake Planning Division (1650 Stanton Drive, Shasta Lake, CA 96019). Support documentation for the General Plan is provided in the following documents, which provide background information and analyses and are an integral part of the General Plan. The documents are provided under separate cover.

- *City of Shasta Lake General Plan Existing Conditions Report*. July 27, 1998 and amended on September 9, 1999.
- *City of Shasta Lake General Plan Revision Land Use Alternatives Working Papers*. July 27, 1998.

The *Draft General Plan*, *Existing Conditions Report* and the *Land Use Alternatives Working Papers* are incorporated herein by reference and should be reviewed together for a full presentation of the characteristics and effects of the proposed General Plan.

The City of Shasta Lake has combined General Plan Elements so that the General Plan is adopted as a single document arranged by primary issue topics within which each element is addressed. The format addresses all the mandatory general plan elements, but is organized to eliminate redundancies, where possible. The following identifies how the various general plan elements and maps were consolidated. Mandatory general plan elements are indicated with an asterisk. Goals, objectives, policies and implementation measures are organized under the primary issue topics.

Natural Resources Group

- Conservation*
- Minerals
- Energy
- Water Resources & Quality
- Open Space*
 - Fish, Wildlife & Vegetation
 - Open Space, Parks & Recreation
 - Heritage Resources

Health and Safety Group

- Safety*
 - Seismic & Geologic Hazards
 - Flood Protection
 - Dam Failure Inundation
 - Fire Safety & Sheriff Protection
 - Hazardous Materials
- Noise*
- Air Quality

Community Organization Group

- Land Use*
 - Public Services & Facilities
- Circulation*
- Housing*

Land Use and Circulation Map

The *City of Shasta Lake Land Use and Circulation Map*, located at the back of this document, is an integral part of the General Plan. Normally these maps are separate, however, to clearly identify the relationship of land use to circulation the maps were combined into one. The Map identifies the type of land use permitted on each property covered by the General Plan. The circulation component of the Map shows current and proposed arterial and collector streets, or other roadways as well as rail lines and the conceptual location of trail systems. Other pertinent features of the *Land Use and Circulation Map* include the location of existing and proposed parks, public schools, and other public services and facilities.

3.4 PROJECT PERMITS AND APPROVALS

There are no permits associated with the approval of the General Plan. The Planning Commission recommends certification of the EIR as complete and adequate and recommends adoption of the General Plan to the City Council. The City Council has to take final action on the recommendations recognizing that they can refer the two documents back to the Planning Commission to address any issues the City Council may raise. Once the City Council certifies the EIR, a *Notice of Completion* is filed at the County Clerk's Office. Copies of the General Plan are also provided to the State Office of Planning and Research for review. The State Department of Housing and Community Development also reviews the document to ensure that the Housing Element is in compliance with State law. It should be recognized, however, that the Local Area Formation Commission (LAFCo) must approve the proposed Sphere of Influence boundaries and any future annexations.

The City will be required to insure that zoning is consistent with the General Plan. Therefore, once the General Plan and accompanying *Land Use and Circulation Map* are approved, a Draft Zoning Map will be presented for review and adoption.

3.5 INTENDED USES OF THE EIR

The proposed General Plan provides goals, objectives, policies, and implementation measures consistent with the intent of *Government Code Sections 65300 and 65300.5*, which would guide the future, growth of the City. The General Plan would also provide a comprehensive framework for the City's subsequent adoption of a wide range of policy documents, standards, specific plans, and regulations. Some of the major policy documents, standards, regulations, programs, and procedures which may be adopted or approved by the City and which are based on the policy direction contained in the General Plan are noted in *Table 3-2*.

CEQA and various provisions of the CEQA Guidelines authorize the use of the general plan EIR for subsequent discretionary projects (such as adopting zoning ordinances and approving specific capital or development projects) in order to streamline and simplify environmental review. One

example of streamlining is "tiering".¹ Through tiering, the environmental review for a subsequent project is limited to the additional significant effects that were not examined in the general plan EIR or effects that may be mitigated by specific revisions in the project.

It is possible to tier documents in three ways. First, if the general plan EIR did not address the environmental effects of a subsequent project, the initial study finds that the project would not have significant effects on an area, a negative declaration may be adopted for that project. Second, if the environmental effects of a subsequent project were addressed in the general plan EIR, then that EIR may be adopted for the project.² Third, if the subsequent project may cause significant environmental effects that were not addressed in the general plan EIR, only those unique effects need to be addressed in a supplemental EIR, to be issued with the present EIR.³

The *CEQA Guidelines* specifies that any EIR or negative declaration using the tiering principle must refer to the prior EIR, state where a copy of that document may be examined, and state that tiering is being used. Tiering may not be employed when the project is inconsistent with the general plan or zoning.⁴ Overall, tiering can result in significant cost savings to the City because it reduces the processing time for projects and simplifies the environmental review process. *CEQA* mandates tiering "whenever feasible, as determined by the lead agency".⁵

It is proposed that subsequent rezonings in order to make zoning consistent with the General Plan will tier from the General Plan EIR.

TABLE 3-2 TYPICAL GENERAL PLAN IMPLEMENTING MECHANISMS	
Area Plans	Park Dedication Requirements
Bikeways Master Plan	Park Master Plan
Capital Improvements Plan	Public Facilities and Services Ordinance
Code Enforcement	Public Facilities Master Plan
Design Review Guidelines	School Dedication Requirements
Development Agreements	Specific Plans
Economic Development Plan	Subdivision Regulations/Ordinance
Environmental Review Procedures	Traffic Impact Fee Program
Flood Control Regulations	Transit Master Plan
Grading Ordinance	Tree Ordinance
Housing and Building Regulations	Zone of Benefit Fee
Land Development Standards	Zoning Ordinance and Map
Noise Ordinance	

3.6 EFFECTS FOUND NOT TO BE SIGNIFICANT

Section 15128 of the *CEQA Guidelines* requires an EIR to briefly discuss those potentially significant project effects that were not found to be significant. Therefore, the effects are not discussed in detail in the EIR. *Appendix 7.1* provides the *Initial Study* checklist. The checklist anticipated potential impacts and a discussion as to why the various effects of the project were found not to be significant. Reference to the pages where the General Plan provides Objectives, Policies and Implementation Measures addressing each issue are identified for ease of reference.

¹ *CEQA Guidelines*, Section 15152

² *CEQA Guidelines*, Section 15153(b)

³ *CEQA Guidelines*, Section 15168(d)

⁴ *CEQA Guidelines*, Section 15152(c)

⁵ *Public Resources Code Sections 21093 and 21094*

3.6.1 NATURAL RESOURCES

3.6.1.1 CONSERVATION

MINERALS (Page 11)

Known significant mineral resources would be protected from land uses both onsite and offsite that would be incompatible with mining operations. Large-scale mineral resource areas will be designated *Mineral Resource* and development and uses within and abutting *Mineral Resource* lands shall be regulated so that proposed future land uses avoid or mitigate incompatibilities with mineral extraction operations. This would be accomplished through the application of zoning regulations permitting extraction as a conditional use and prohibiting incompatible uses, consistent with state law. Mining operations are to be conducted in a manner which protect the public health, safety, and welfare by minimizing impacts on adjacent land uses and mitigating potential adverse cumulative impacts. In addition, mining or mineral extraction operations will be required to have a reclamation plan for the rehabilitation, reuse, erosion control, and water quality protection of mineral resource lands.

ENERGY (Pages 12, 25-27)

Nonrenewable energy resources, specifically raw materials, transportation fuels, and land area shall be conserved through the recovery and recycling of solid waste materials. The City will strive to coordinate with adjacent governmental agencies to develop land use patterns to support regional transit. In addition, ordinances and regulations will eliminate barriers to the use of renewable energy resources.

The General Plan advances development that will use fuel and energy. However, through careful planning, energy needs will be met in an orderly manner to accommodate the growth. The General Plan advances measures to minimize the wasteful or inefficient use of energy resources through establishment and improvement of circulation patterns for traffic, pedestrians and bicyclists, encouraging the reduction on reliance of the automobile by proposing infill development, mixed use development, and increased residential densities along major traffic corridors. In addition, the use of public transportation, carpooling, ridesharing, and vanpooling is encouraged.

WATER RESOURCES & QUALITY (Pages 13-14)

Key to the conservation and management of surface and groundwater resources is the protection of these resources through the implementation of measures that will prevent contamination of rivers, creeks, streams, reservoirs, or the groundwater basin from septic systems, waste disposal sites, grading, and other sources of hazardous or polluting materials. All development shall be designed to prevent contamination in accordance with standards accepted by or imposed by the City, Shasta County Environmental Health Division and the State Regional Water Quality Control Board. Measures include, but are not limited to, requirement to connect to the City's wastewater collection and treatment system, use of *Best Management Practices* to control runoff from new development, requiring the preparation of erosion and sediment control plans, and the use of detention/retention basins to not only control erosion, but also to minimize the potential for flooding. In addition, the General Plan calls for the preparation of a Citywide Master Drainage Plan.

3.6.1.2 OPEN SPACE

FISH, WILDLIFE & VEGETATION (Pages 14 - 16)

Much of the native vegetation and wildlife habitat in the City of Shasta Lake has been disturbed or displaced by past urban and agricultural uses. Nonetheless, the City has a rich complement of native flora and fauna, particularly in the undeveloped periphery. Additionally, a surprising amount of native vegetation is present even within the urbanized portions of the City, perhaps because much of the development occurred before mass grading became widely used to prepare sites for construction.

The mosaic of natural and altered plant communities within the City provides habitat for a diverse assemblage of resident and migrant species of wildlife, including a variety of invertebrates, amphibians, reptiles, fish, birds and mammals. The existing level of diversity can be maintained while accommodating anticipated growth; however, this will require careful planning and implementation of measures advanced in the General Plan which in combination with project specific mitigation measures will offset potential adverse effects associated with development.

Habitats within the City have been categorized in accordance with the *California Wildlife-Habitat Relationships (WHR) System*. The *WHR* habitat classification was developed by the California Interagency Wildlife Task Force Group to recognize and logically categorize major vegetative complexes at a scale sufficient to predict wildlife-habitat relationships. The two principal *WHR* habitat types present within the City are urban and blue oak-digger pine. In addition, smaller amounts of mixed chaparral, valley foothill riparian, valley oak woodland, annual grassland, pasture, fresh emergent wetland, lacustrine (pond and lake) and riverine habitats are present. Neither Shasta County nor the Department of Fish and Game identify the City on any mapping as being located within, or containing, a wildlife or migration corridor.

Eight special-status wildlife species are currently known to occur within the City of Shasta Lake. These consist of gopher snake, ringneck snake, horned lark, loggerhead shrike, northern harrier, sharp-shinned hawk, and Cooper's hawk. The latter three species may forage, but are unlikely to nest, in the City. The potential exists for the fall run/late fall run Chinook salmon, a threatened species, to possibly migrate up Churn Creek. However, it is unlikely that the fish could be found upstream of Interstate 5.

No special-status plant species are currently known to occur within the City. However, populations of several special-status plant species occur in the general vicinity, including Sanborn's onion, tripod buckwheat, depauperate milk-vetch, silky cryptantha, and Shasta snow-wreath.

Wetland habitat exists throughout the City and measures are advanced which call for adherence to U.S. Army Corps of Engineers permitting requirements and consultations with the State Department of Fish and Game.

Measures advanced to protect biological resources include the use of a *Natural Resources Protection-Habitat (NH)* classification to protect significant wildlife habitat resources, designation of significant creekside corridors on General Plan Maps, preparation of a *Best Practices Manual* which provides development standards and resource management guidelines for sensitive habitats, and continued coordination

with resource agencies such as the State Department of Fish and Game, U.S. Fish and Wildlife Service, and the U.S. Army Corps of Engineers.

OPEN SPACE, PARKS & RECREATION (Pages 16 - 18)

The growth advanced by the General Plan would increase the demand for parks and other recreational facilities in the City and Planning Area. However, measures are advanced to address existing and future needs and provide for additional recreational opportunities. Key is the provision of public access to open-space and recreation resources consistent with the need to protect these resources and the rights of private property owners.

Measures call for the establishment, integration, and maintenance of "natural" and "man-made" greenbelt areas along existing creeks, floodplains, natural open space areas, certain roadways, bike and trail systems and to link existing and future development in a manner that provides open space and recreational opportunities. The General Plan also advances the following key measures to provide open space, park and recreation opportunities: a standard to provide 5 acres of neighborhood, community, and creekside parks per 1,000 new residents; the evaluation of a park and recreation fee on non-residential development projects commensurate with expected use of such facilities by employees in such projects; and the evaluation of the feasibility of developing smaller neighborhood parks, of about two acres, in selected areas where a landscape maintenance district or other funding mechanisms can be utilized and where the development pattern lends itself to such facilities.

HERITAGE RESOURCES (Page 18)

The General Plan calls for archaeological or cultural resource evaluations to be conducted when the potential exists that areas may contain sites. Development projects in areas containing known significant cultural resources shall be designed to minimize degradation of these resources. Where conflicts are unavoidable, mitigation measures, which reduce such impacts, shall be implemented. Possible mitigation measures may include clustering, buffer zones, and building siting requirements. Also identified are measures to be implemented if archaeological or cultural resource materials are found during project construction.

3.6.2 PUBLIC HEALTH & SAFETY

3.6.2.1 SAFETY

SEISMIC & GEOLOGIC HAZARDS (Page 19)

Although not as active as some areas of Shasta County the City is within a seismically active region. Historically, seismic activity has been low except for 1998 when several earthquakes occurred in the area. In the past 120 years there has been no significant damage or loss of life due to earthquakes occurring within or near the county. Seismic hazards specifically related to earthquakes include ground shaking, surface faulting, and ground failure. The area is considered to have low seismic risk with respect to such effects as faulting, ground rupture, liquefaction, and ground lurching. It is unlikely that major property damage or safety hazards would result from a seismic event on regional faults. The risk of exposure of people or property to fault rupture, seismic ground shaking, or seismic ground failure, including

liquefaction, is considered less than significant because all development is required to comply with seismic standards set forth in the *Uniform Building Code*.

Alterations in topography can be expected as part of the development process. Construction requires grading to accommodate the installation of necessary facilities and improvements. Disruptions, displacement, compaction, and overcovering of soils can be expected through these grading processes. Measures are identified to reduce erosion and unstable soil conditions by requiring soil testing and engineering design measures to eliminate or mitigate potential impacts.

FLOOD PROTECTION (Pages 19-20)

New development in floodplains shall be regulated through zoning regulations addressing land use type, density, and siting of structures. As previously noted, the General Plan calls for the preparation of a Citywide Master Drainage Plan to reduce existing and future flooding hazards. In addition the General Plan calls for the City to participate in the preparation of a region-wide flood control drainage plan with the City of Redding and Shasta County to reduce existing and future regional flooding.

FIRE SAFETY & LAW ENFORCEMENT (Pages 20-21)

Implementation of the General Plan may have impacts on fire protection services. However, the General Plan calls for conformance to the *Shasta Lake Fire Protection District Fire Safety Standards* and the establishment of service thresholds that are to be met and for development to participate in offsetting costs for additional services. Other measures include: maintaining an average response time of four minutes or less for urban development; identifying known fire hazard information as part of every general plan amendment, zone change, use permit, variance, building site approval and all other land development applications; and, developing standards to protect structures in wildland fire areas for inclusion in a *Best Practices Manual* or a similar implementing program.

Implementation of the General Plan may have impacts on law enforcement services. However, service thresholds are to be met and development is to participate in offsetting costs for additional services. Measures identified include encouraging new development to incorporate site planning and appropriate design features designed to deter crime, provision of rapid and timely response to all law enforcement emergencies, and improving crime prevention efforts.

HAZARDOUS MATERIALS (Page 22)

Even though implementation of the General Plan does have the potential to impact human health, requirements imposed by County, State and Federal agencies must be complied with to assure that health hazards are not created and are avoided should they exist. Key to the effort is coordination with City, County and State emergency response plans.

3.6.3 COMMUNITY ORGANIZATION

3.6.3.1 PUBLIC SERVICES & FACILITIES (Pages 34-37)

Public services and facilities include water supply and a distribution system, a wastewater treatment and collection system, storm drainage collection, solid waste

collection and disposal, electrical service, natural gas service, telephone service, cable service, medical facilities, and educational facilities. Except for water treatment and distribution and wastewater treatment and disposal, effects from other public services and facilities are found not to be significant. Water and wastewater will be reviewed in *Chapter 4 - Existing Conditions, Impacts, and Mitigation Measures*.

Key to the provision of public services and facilities is *Implementation Measure PF-(8)* which calls for the evaluation and adoption of an "adequate public facilities and services ordinance, or other regulatory mechanism, establishing a procedure for reviewing major development applications and requiring a determination as a condition of approval that:

- Adequate public facilities and services would be available at the time of project occupancy and performance standards maintained following project occupancy; or
- Funding for required improvements is assured and these improvements would be completed within a stipulated time of project occupancy."

The General Plan calls for development to pay its fair share of costs associated with the provision of all utilities. Measures are identified to provide for storm drainage improvements as identified in the discussion in *Water Resources & Quality* which include the use of retention/detention facilities and the preparation of a Citywide *Master Drainage Plan*.

The General Plan will not affect solid waste disposal facilities. There is sufficient capacity at the Richard M. Curry landfill in Shasta County to accommodate existing and future solid waste generated from implementation of the General Plan.

The General Plan will result in the need for electric and natural gas supply. However, facilities are in place or in the process of being developed to accommodate future growth.

Implementation of the General Plan will not affect telephone or cable systems since facilities are in place or in the process of being developed to accommodate future growth.

There are medical facilities available in the City of Redding providing a full range of care and treatment. Facilities continue to be constructed and/or expanded to meet regional growth needs.

The Gateway Unified School District completed a *Facilities Master Plan* after the formation of the District in 1992. The plan describes the conditions of the individual schools, identifies some of the limitations of each, and offers four different options for expanding the enrollment capacity of the district. In order to complete any of the options, district residents must pass a substantial bond measure that was proposed in April 1998 and has subsequently failed in several elections. The bond measure would be used to repair and upgrade existing facilities at all the schools in the District. The bond proceeds would also be used to construct new facilities to accommodate anticipated future increases in enrollment, even though current enrollment levels have gone down.

Developer fees currently assessed at \$1.91 per square foot, pay for rent and lease purchase options on portable classrooms for the district. These fees are not considered by the District to be an adequate funding source for the improvements necessary for the schools.

The General Plan calls for cooperation and coordination of City planning efforts with the Gateway Unified School District and the development of plans that respond to the growth of the City.

3.6.3.2 HOUSING (Pages 43-49)

The General Plan emphasizes improvement and conservation of the existing housing stock, provision for additional low income housing opportunities, encouraging the provision of affordable housing, promoting adequate sites for housing types, support for a mix of housing for all income groups, promotion of equal housing opportunities, and encouraging energy conservation. The General Plan does not propose the displacement of existing housing, but rather it's rehabilitation and the extension of infrastructure where needed.

Key to improving existing housing is to pursue and increase the public and private rehabilitation of housing through applying for Federal and State funding to rehabilitate substandard housing, abatement of unsafe structures, and enforcement of the *Uniform Housing Code* by establishing a code enforcement program.

The General Plan also reinforces the City's commitment to encourage the construction of affordable housing units utilizing available federal and state programs and provision of density bonuses and other incentives to encourage the private development of low-income housing. The *Revised Housing Element* adopted on June 16, 1998 provides detailed background information and is incorporated into this EIR by reference.

3.6.4 AESTHETICS

Development associated with implementation of the General Plan has the greatest potential to impact aesthetics due to alteration of the landform necessary to facilitate construction of infrastructure, public and private facilities, and structures. Measures are advanced to minimize potentially negative aesthetic effects that could result from grading and associated impacts which includes the implementation of the City's *Tree and Grading Ordinance* which is incorporated herein by reference. Aesthetically related issues are addressed throughout the General Plan, particularly in the Conservation, Open Space, Land Use and Housing Elements.

CHAPTER FOUR

EXISTING CONDITIONS, IMPACTS AND MITIGATIONS

4.1 NOISE

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and hence are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, called Hertz (Hz).

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to the reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighing the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this document are in terms of A-weighted levels.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (Leq), which corresponds to a steady-state A-weighted sound level containing the same total energy as a time-varying signal over a given time period (usually one hour). The Leq is the foundation of the composite noise descriptor, Ldn, and shows very good correlation with community response to noise. The Day-night Average Level (Ldn) is based upon the average noise level over a 24-hour day, with a +10 decibel weighting applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because Ldn represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

Noise in the community has often been cited as being a health problem, not in terms of actual physiological damages such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities such as sleep, speech, recreation and tasks demanding concentration or coordination. When community noise interferes with human activities or contributes to stress, public annoyance with the noise source increases the acceptability of the environment for people decreases. This decrease in acceptability and the threat to public well being are the basis for land use planning policies preventing exposures to excessive community noise levels.

To control noise from fixed sources, which have developed from processes other than zoning or land use planning, many jurisdictions have adopted community noise control ordinances. Such ordinances are intended to abate noise nuisances and to control noise from existing sources. They may also be used as performance standards to judge the creation of a potential nuisance, or potential encroachment of sensitive uses upon noise-producing facilities. Community noise control

ordinances are generally designed to resolve noise problems on a short-term basis (usually by means of hourly noise level criteria), rather than on the basis of 24-hour or annual cumulative noise exposures.

In addition to the A-weighted noise level, other factors should be considered in establishing criteria for noise sensitive land uses. For example, sounds with noticeable tonal content such as whistles, horns, droning or high-pitched sounds may be more annoying than the A-weighted sound level alone suggests. Many noise standards apply a penalty, or correction, of 5 dBA to such sounds. The effects of unusual tonal content are generally more of a concern at nighttime, when residents may notice the sound in contrast to low levels of background noise.

Because many rural residential areas experience very low noise levels, residents may express concern about the loss of "peace and quiet" due to the introduction of a sound which was not audible previously. In very quiet environments, the introduction of virtually any change in local activities will cause an increase in noise levels. A change in noise level and the loss of "peace and quiet" is the inevitable result of land use or activity changes in such areas. Audibility of a new noise source and/or increases in noise levels within recognized acceptable limits are not usually considered to be significant noise impacts, but these concerns should be addressed and considered in the planning and environmental review processes.

4.1.1 EXISTING CONDITIONS

The OPR *Noise Element Guidelines* require that major noise sources be identified and quantified by preparing generalized noise contours for current and projected conditions. Significant noise sources in the City of Shasta Lake include traffic on major roadways and highways, railroad operations, and representative industrial activities.

Analytical noise modeling techniques and noise measurements were used to develop generalized Ldn noise contours for the major roadways, railroads and industrial noise sources in the City of Shasta Lake for existing (1997) conditions. Noise level measurements were used to develop the approximate location of the 50-dB Leq contour for the Sierra Pacific Industries lumber mill. Analytical noise modeling techniques use source-specific data including average levels of activity, hours of operation, seasonal fluctuations, and average levels of noise from source operations. Analytical methods have been developed for a number of environmental noise sources including roadways, railroad line operations, railroad yard operations, industrial plants and airports. Such methods produce reliable results as long as data inputs and assumptions are valid. The analytical methods used in this report closely follow recommendations made by the State Office of Noise Control, and were supplemented where appropriate by field-measured noise level data to account for local conditions. The noise exposure contours contained in this report are based upon annual average conditions. Because local topography, vegetation or intervening structures may significantly affect noise exposure at a particular location, the noise contours contained in this document should not be considered site-specific.

The most significant noise sources identified include, Interstate 5 and local traffic, operations on the Union Pacific Railroad tracks, and to a lesser extent, operations at the Sierra Pacific Lumber Mill, schools, parks and small service-related industries. The *Existing Noise Exhibit* on file with the City Planning Division identifies existing traffic and railroad 60 db Ldn noise contours, industrial and stationary noise source locations and the approximate location of existing 50 db Leq noise contours for the Sierra Pacific Industries Lumber Mill.

Roadways

The Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA-RD-77-108) with the Calveno vehicle noise emission curves was used to predict existing and

future (buildout) traffic noise levels within the City of Shasta Lake City Limits. The FHWA Model is the traffic noise prediction model currently preferred by the Federal Highway Administration, the State of California Department of Transportation (Caltrans), and most city and county governments, for use in traffic noise assessment. The FHWA Model was used with traffic data obtained from the *City of Shasta Lake Circulation Element* (Omni-Means - April 1997), and field surveys to develop Ldn contours for Interstate 5 and major roadways in the City of Shasta Lake. The FHWA Model input data is provided in *Appendix 7.3* for existing and future conditions. The predicted existing and future¹ noise level at a reference distance of 100 feet from the area roadways and distances to existing and future 60 and 65 dB Ldn contours are summarized in *Table N-1*, and the 60 dB Ldn contour locations are shown on the *Existing and Future Noise Maps* on file with the City Planning Division. *Table N-1* also identifies future noise levels from traffic generated by land uses in the proposed Planning Area/Sphere of Influence combined with the traffic from the current City limits.

Topography varies considerably, sometimes alternating from flat to hilly along relatively short roadway segments. Due to the size and topographic complexity of the City, it was not possible to evaluate the effects of topography on traffic noise within the framework of the General Plan Noise Element. Therefore the numbers presented in *Table N-1* and the contours shown on the *Existing and Future Noise Maps* should be considered estimates of traffic noise exposure, to be supplemented by more detailed project specific study as needed.

Railroads

Railroad activity in the City consists of freight and passenger operations on the Union Pacific Railroad (UPRR) tracks. The UPRR tracks generally bisect the City. Railroad noise emissions in the City were quantified through continuous noise level measurements conducted over a 7-day period (February 5-11, 1998) at the location shown on the *Existing Noise Exhibit*. During the 142 consecutive hours during which the survey was conducted, approximately 86 trains are believed to have passed the noise measurement site, or about 15 per 24-hour period. A mean railroad Sound Exposure Level (SEL) of 98.0 dB was computed from the noise measurement results. Based on that SEL, and the number of randomly distributed railroad operations registered by the sound level meter, the distance to the 60 dB Ldn railroad noise contour in the City was computed to be approximately 350 feet. The approximate location of the 60-dB Ldn railroad noise contour is shown on the *Existing Noise Exhibit*. As with the traffic noise contours, the railroad noise contours do not account for shielding by intervening topography or existing structures.

Fixed Noise Sources

The production of noise is a result of many processes and activities, even when the best available noise control technology is applied. Federal and State employee health and safety regulations (OSHA) control noise exposures within industrial facilities, but exterior noise levels may exceed locally acceptable standards. Commercial, recreational and public service facility activities can also produce noise which affect adjacent sensitive land uses.

From a land use planning perspective, fixed-source noise control issues focus upon two goals: to prevent the introduction of new noise-producing uses in noise-sensitive areas, and to prevent encroachment of noise-sensitive uses upon existing noise-producing facilities. The first goal can be achieved by applying noise performance standards to proposed new noise-producing uses. The second goal can be met by requiring that new noise-sensitive

¹ At buildout.

uses in proximity to noise-producing facilities include mitigation measures to ensure compliance with noise performance standards.

Descriptions of existing fixed noise sources in the City of Shasta Lake are provided below. These uses are intended to be representative of the relative noise generation of such uses, and are intended to identify specific noise sources which should be considered in the review of specific development proposals. Site specific noise analyses should be performed where noise sensitive land uses are proposed in proximity to these (or similar) noise sources, or where similar sources are proposed to be located near noise sensitive land uses.

Sierra Pacific Industries Lumber Mill - 3735 El Cajon Avenue

The Sierra Pacific Industries Lumber Mill is the single largest industry in the City of Shasta Lake. According to Mr. Darrel Dearman of Sierra Pacific, operations at the mill primarily consist of the milling and drying of lumber. The saw mill at the plant generally operates 18 hours per day and the planer 16 hours per day, although the plant is not precluded from 24-hour per day operations. The plant generates approximately 50 truckloads on a typical day with up to 150 on a peak-operations day. Nearly all of the truck traffic leaves the plant site and heads north on Ashby Road to Shasta Dam Boulevard, where it then heads east to Interstate 5. Noise level measurements conducted in the vicinity of this facility indicate that plant-generated noise levels are approximately 50 dB Leq in the nearest residential areas, not including project-generated truck traffic. The noise level measurement sites and estimated location of the plant 50 dB Leq noise contour are shown on the *Existing Noise Exhibit*.

Gateway Industrial Park Area

The new District Drive Industrial Area is located in the south-central portion of the City of Shasta Lake, as shown in *Figure 3*. There are only two existing office/warehouse type buildings within this industrial area, and field observations revealed that neither are significant producers of noise. Due to the remote location of this industrial area relative to existing residential areas, it appears to be an appropriate location for industrial uses.

Service Commercial Uses - Various Locations Within the City Limits

With the exception of the Sierra Pacific Industries Mill and future uses within the District Drive industrial area, existing land uses in the City of Shasta Lake are predominantly residential in nature. Service commercial/industrial uses such as automotive repair facilities typically accompany residential uses. Due to the proximity of the City to Shasta Lake, the City is also home to various service facilities for marine equipment. Most of these types of service uses in the City of Shasta Lake are located on Shasta Dam Boulevard and Cascade Boulevard. The noise emissions of these types of uses are dependent on many factors, and are therefore, difficult to quantify. Nonetheless, noise generated by the intermittent use of impact wrenches, tire breakers, and other pneumatic tools contributes to the ambient noise environment of the City, albeit locally.

TABLE N-1
CITY OF SHASTA LAKE
EXISTING & FUTURE TRAFFIC NOISE LEVELS

			Existing Ldn @ 100 feet	Distance to Contour in (feet)		Existing City Limits	City Limits & Sphere of Influence	Distance to Contour (feet)	
Name		Segment Description		65 Ldn	60 Ldn	Future Ldn	Future Ldn	65 Ldn	60 Ldn
1	Interstate 5	Northern City Limits to Shasta Dam Blvd.	75	467	1,007	77	78	732	1,577
2		Shasta Dam Blvd. to Pine Grove Ave.	75	488	1,051	77	78	732	1,577
3		Pine Grove Ave. to Southern City Limits	76	547	1,179	77	78	732	1,577
4	Ashby Avenue	Shasta Dam Blvd. to La Mesa Ave.	59	41	89	64	64	87	188
5		La Mesa Ave. to Pine Grove Ave.	61	53	115	67	67	137	295
6		Pine Grove to City Limits	61	53	115	67	67	137	295
7	Cascade Boulevard	Shasta Dam Blvd. to Allred St.	58	35	75	64	64	84	182
8		Allred St. to Pine Grove Ave.	61	53	115	64	64	84	182
9		Pine Grove Ave. to Southern City Limits	55	20	43	64	64	84	182
10	Grand Coulee Boulevard	Shasta Dam Blvd. to Cascade Blvd	56	23	50	60	60	42	91
11	Lake Boulevard	N. City Limits to Shasta Dam Blvd.	59	42	89	63	65	98	211
12		Shasta Dam Blvd. to Flanagan Rd.	58	33	71	64	65	98	211
13		Flanagan Rd. to S. City Limits	60	48	104	63	65	98	211
14	Shasta Dam Boulevard	Lake Blvd. to Shasta Park Rd.	58	35	74	65	65	104	224
15		Shasta Park Rd. to Montana Ave.	62	67	145	65	65	104	224
16		Montana Avenue to I-5	65	105	227	68	68	175	377
17	Twin View Boulevard	Pine Grove Ave. to Southern City Limits	52	14	31	60	60	50	107
18	Mussel Shoals Avenue	Shasta Dam Blvd. to Black Canyon Rd.	N/A	N/A	N/A	58	63	76	163
19	Pine Grove	I-5 to Ashby Ave.	N/A	N/A	N/A	66	66	118	254
20		East of I-5 to City Limits	N/A	N/A	N/A	66	66	115	247
21		East of I-5 to Pine Grove Interchange	N/A	N/A	N/A	64	64	80	173
22	Hardenbrook Avenue	Shasta Dam Blvd. to Red Bluff St.	N/A	N/A	N/A	61	65	93	200
23	Black Canyon Rd.	Red Bluff St. to Northern City Limit.	N/A	N/A	N/A	61	65	95	204
24	Black Canyon Rd. Ext.	North City Limit and I-5/Mountain Gate	N/A	N/A	N/A	60	64	92	198
25	Cascade Blvd. Extension	Shasta Dam Blvd. to Black Canyon Rd.	N/A	N/A	N/A	66	67	136	292

Note: Distance to contours is from the centerline of street.

Parks and School Playing Fields

There are approximately seven (7) park and school uses within the City limits. These uses are spread throughout the City, as illustrated on the *Existing Noise Exhibit*. Noise generated by these uses depends on the age and number of people utilizing the respective facility at a given time, and the types of activities they are engaged in. School playing field activities tend to generate more noise than those of neighborhood parks, as the intensity of school playground usage tends to be much higher. At a distance of 100 feet from an elementary school playground being used by 100 students, average and maximum noise levels of 60 and 75 dB, respectively, can be expected. At organized events such as high-school football games with large crowds and public address systems, the noise generation is often significantly higher. As with service commercial uses, the noise generation of parks and school playing fields is variable.

Airports

The City of Shasta Lake is located well north of the Redding Municipal Airport and the Benton Airpark. Although occasional aircraft overflights of the City occur, the City of Shasta Lake is located well beyond the noise impact zones of these airports. As a result, the existing ambient noise environment of the City of Shasta Lake is not significantly influenced by aircraft noise.

4.1.2 IMPACTS

Impact Evaluation Criteria

The State Office of Planning and Research (OPR) *Noise Element Guidelines* include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The OPR guidelines contain a land use compatibility table, which describes the compatibility of different land uses with a range of environmental noise levels in terms of Ldn. A noise environment of 60 dB Ldn or less is considered to be normally acceptable for residential uses according to those guidelines.

The U.S. Environmental Protection Agency (EPA) also offers guidelines for community noise exposure in the publication *Information on the Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety*. These guidelines consider occupational noise exposure as well as noise exposure in the home. The "Levels Document" recognizes an exterior noise level of 55 dB Ldn as a goal to protect the public from hearing loss, activity interference, sleep disturbance and annoyance. The EPA notes, however, that this level is not a regulatory goal, but is a level defined by a negotiated scientific consensus without concern for economic and technological feasibility or the needs and desires of any particular community. The EPA and other Federal agencies have adopted suggested land use compatibility guidelines, which indicate that residential noise exposures of 55 to 65 dB Ldn are acceptable. EPA has also prepared a *Model Community Noise Control Ordinance*, using Leq as the means of defining allowable residential noise level limits. The EPA model contains no specific recommendations for local noise level standards, but reports a range of Leq values as adopted by various local jurisdictions. The mean daytime residential noise standard reported by the EPA is 57 dBA (Leq); the mean nighttime residential noise standard is 52 dBA (Leq).

Related State Regulations

Other state laws and regulations regarding noise control are directed towards aircraft, motor vehicles and noise in general.

The California Vehicle Code sets noise emission standards for new vehicles including autos, trucks, motorcycles and off-road vehicles. Performance standards also apply to all vehicles operated on public streets and roadways. *Section 216 of the Streets and Highways Code* regulates traffic noise received at schools near freeways.

Title 24 of the California Code of Regulations sets interior noise level standards within multiple-occupancy dwellings affected by noise from traffic, aircraft operations, railroads and industrial facilities. The *State Penal Code (Section 415)* prohibits loud and unusual noise that disturbs the peace, while the *State Civil Code* defines public nuisances that may be caused by noise. *CEQA* includes noise as one of the factors in determining environmental impacts.

Noise Measurement And Analysis

The OPR Noise Element Guidelines require that major noise sources be identified and quantified by preparing generalized noise contours for current and projected conditions. Significant noise sources in the City of Shasta Lake include traffic on major roadways and highways, railroad operations, and representative industrial activities.

Analytical noise modeling techniques and noise measurements were used to develop generalized Ldn noise contours for the major roadways, railroads and industrial noise sources in the City of Shasta Lake for existing (1997) conditions. Noise level measurements were used to develop the approximation location of the 50-dB Leq contour for the Sierra Pacific Industries lumber mill. Analytical noise modeling techniques use source-specific data including average levels of activity, hours of operation, seasonal fluctuations, and average levels of noise from source operations. Analytical methods have been developed for a number of environmental noise sources including roadways, railroad line operations, railroad yard operations, industrial plants and airports. Such methods produce reliable results as long as data inputs and assumptions are valid. The analytical methods used in this report closely follow recommendations made by the State Office of Noise Control, and were supplemented where appropriate by field-measured noise level data to account for local conditions. The noise exposure contours contained in this report are based upon annual average conditions. Because local topography, vegetation or intervening structures may significantly affect noise exposure at a particular location, the noise contours contained in this document should not be considered site-specific.

- **IMPACT #4.1-1**

Implementation of the General Plan will create temporary noise impacts during construction. The types of construction equipment used during construction typically generate noise levels of 80-90 dB at a distance of 50 feet while the equipment is operating (U.S. Environmental Protection Agency 1971). Construction equipment operations can vary from intermittent to fairly continuous, with multiple pieces of equipment operating concurrently.

Conclusion:

Although construction activities may result in periods of elevated noise levels in the immediate vicinity of where a project is being developed, significant noise impacts associated with construction activities are not expected. Nonetheless, to reduce the potential for adverse noise effects from during construction activities, the General Plan calls for all construction equipment to have sound-control devices no less effective than those provided on the original equipment and no equipment shall have an unmuffled exhaust. Measures at the project specific stage will be required to reduce construction-related impacts to a less-than-significant level. (*Implementation Measure N-(8)*). Therefore, the impacts associated with construction equipment noise will be **less than significant**.

- **IMPACT #4.1-2**

The most significant noise sources identified in the City of Shasta Lake include, Interstate 5 and local traffic, the Union Pacific Railroad, and to a lesser extent, operations at manufacturing plants, schools, parks and small service-related industries. Future development will increase traffic-related impacts and result in an increase of the aforementioned land uses.

Table N-1 data indicates that future traffic noise levels in the City of Shasta Lake are predicted to range from 1 dB Ldn to 9 dB Ldn higher than existing levels, and that there is not a substantial difference in traffic noise levels when development within the Planning Area and proposed Sphere of Influence is considered versus when the analysis is constrained to development within the City Limits.

On roadway segments where a clearly noticeable increase in traffic noise is predicted (5 dB increase or more), noise impacts may occur at existing noise-sensitive land uses located adjacent to those roadways. Such impacts result from increased traffic noise associated with overall growth of the area and are generally unavoidable. *Table N-2 - Noise Sensitivity Standards* shows the roadway segments for which potentially significant noise impacts may result from buildout of the General Plan area.

Traffic noise impacts may also occur at existing noise-sensitive land uses in the City of Shasta Lake if the increase in traffic noise levels associated with buildout of the area causes traffic noise levels to exceed the applicable noise standards where they are not currently exceeded by existing traffic noise. Again, such impacts result from increased traffic noise associated with overall growth of the area and are generally unavoidable.

Conclusion:

Traffic noise impacts may result if new noise-sensitive development occurs within the 60 - 65 dB Ldn as shown in *Table N-2*. Such impacts would be mitigated, however, through application of the proposed *Policy and Implementation Measures*, which require acoustical analyses and inclusion of appropriate mitigation measures for proposed noise-sensitive land uses developed within noise impacted areas in the City of Shasta Lake.

The General Plan recognizes the referenced noise sources and advances measures to minimize impacts on existing and future development. Key *Policy and Implementation Measures* include:

- *Policy N-a* - New development shall use appropriate site planning and building design to reduce undesirable noise impacts. The noise sensitivity of land uses as established in *Table N-1* shall be used in the location of new development, preparation of general plan amendments and specific plans. The noise exposure level shall be established by reference to the *Existing Noise Map* (on file with the City Planning Division) or project-specific measurements or calculations.

The interpretive guidelines in *Figure N-1* shall not be applied mechanically, but with the degree of flexibility required in each case to achieve a sound and feasible land use decision. However, in no case shall a residential land use be located where the existing noise environment, combined with the measured or calculated noise reduction of the type of structure under consideration, makes it impossible to maintain an interior noise environment at or below 45 dBA CNEL.

TABLE N-2 NOISE SENSITIVITY STANDARDS			
New Land Use	Outdoor Activity Area - Ldn	Interior Activity Area- Ldn/Peak Hour Leq ¹	Notes
All Residential	60-65	45	2,3,4
Transient Lodging	65	45	5
Hospitals & Nursing Homes	60	45	6
Theaters & Auditoriums	-	35	
Churches, Meeting Halls, Schools, Libraries, etc.	60	40	
Office Buildings	65	45	7
Commercial Buildings	65	50	7
Playgrounds, Parks, etc.	70	-	
Industrial Facilities	65	50	7
<u>Notes:</u> 1. For traffic noise within the City of Shasta Lake, Ldn and peak-hour Leq values are estimated to be approximately similar. Interior noise level standards are applied within noise-sensitive areas of the various land uses, with windows and doors in the closed positions. 2. Outdoor activity areas for single-family residential uses are defined as back yards. For large parcels or residences with no clearly defined outdoor activity area, the standard shall be applicable within a 100 foot radius of the residence. 3. For multi-family residential uses, the exterior noise level standard shall be applied at the common outdoor recreation area, such as at pools, play areas or tennis courts. Where such areas are not provided, the standards shall be applied at individual patios and balconies of the development. 4. Where it is not possible to reduce noise in outdoor activity areas to 60 dB Ldn or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB Ldn may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table. 5. Outdoor activity areas of transient lodging facilities include swimming pool and picnic areas. 6. Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients. 7. Only the exterior spaces of these uses designated for employee or customer relaxation have any degree of sensitivity to noise.			

- *Policy N-b* - The planning and design of improvements in the circulation systems shall consider their noise impacts on adjacent land uses and shall include measures to mitigate significant noise impacts.
- *Implementation Measure N-(5)* - Control noise at the source through use of insulation, berms, building design and orientation, buffer yards, staggered operating hours, and other techniques; where necessary, use noise barriers to attenuate noise to acceptable levels; require that barriers are landscaped to reduce negative visual impacts on the community.
- *Implementation Measure N-(6)* - Encourage noise attenuation programs that avoid visible sound walls, where practical. Open space, parking, accessory buildings, frontage roads, and landscaping can be used to buffer development from noise.

The implementation of the General Plan will not result in perceptible noise level increases to existing noise-sensitive land uses in the City since development will occur over a long-term time period. However, measures advanced will insure that mechanisms are in place so that when noise levels do reach perceptible levels, mitigations are already in place, or that studies are performed by proposed development to mitigate existing and/or future noise impacts. Therefore, the impacts associated with traffic and stationary sources will be **less than significant**.

4.1.3 MITIGATION MEASURES

- **MITIGATION MEASURES #4.1-1 and #4.1-2**

The impacts from short-term construction related equipment and activities and the combination of existing and future development and associated impacts were determined to be **less than significant**. Therefore, no mitigation is necessary.

4.2 AIR QUALITY

4.2.1 EXISTING CONDITIONS

The City of Shasta Lake is located in the Northern Sacramento Valley Air Basin (*NSVAB*). The *NSVAB* encompasses Shasta, Tehama, Glenn, Butte, Colusa, Sutter, and Yuba counties. The basin's principal geographic features include a large valley bounded on the north and west by the Coastal Mountain Range and on the east by the southern portion of the Cascade Mountain Range and the northern portion of the Sierra Nevada. These mountain ranges reach heights in excess of 6,000 feet with peaks rising much higher (Shasta County et al., 1994). Elevations vary from about 680 to 1800 feet above mean sea level.

The average annual precipitation at Shasta Dam (about 8 miles northwest of the City) is 61 inches. In Redding, the average annual precipitation is 33 inches (National Oceanic and Atmospheric Administration [*NOAA*], 1995). Most of the precipitation occurs from November through April, when Pacific storms frequently track across northern California. The average July maximum and minimum temperatures at Redding Municipal Airport, approximately 10 miles south of the City, are 101 degrees Fahrenheit (°F) and 68°F, respectively. The average January maximum and minimum temperatures are 58°F and 33°F, respectively (*NOAA*, 1995). The predominant wind direction at Redding is from the northwest (California Air Resources Board [*CARB*], 1984).

The quantity of air pollutant emissions generated within the *NSVAB* is small compared to the more densely populated areas such as the Sacramento and the San Francisco Bay areas. Nevertheless, the following characteristics of the *NSVAB* make it susceptible for the build-up of air pollution.

- Pollution generated in the broader Sacramento area and San Francisco Bay area can be transported northward into the *NSVAB*
- The mountain ranges to the west, north, and east of the *NSVAB* act as horizontal barriers which restrict the flow of pollution out of the basin
- The valley portion of the *NSVAB* (those areas below 1,000 feet elevation) is often subjected to temperature inversions that typically occur during cool, calm nights that restrict vertical mixing and dilution of pollutants
- The typical clear skies and warm temperatures in the summer months promote the formation of the photochemical pollutant ozone

The existing air quality in the area of the City is characterized using data from a network of ambient air quality monitoring stations located throughout the *NSVAB*. The monitoring station closest to the City is located about seven miles from the City, on the roof of the Mental Health Building on Breslauer Way in Redding. The Shasta COUNTY AQMD operates the monitoring station. A 3-year (1992 to 1994) summary of data from this station is presented in *Table AQ-1*

As shown in *Table AQ-1*, none of the national standards were exceeded at the Redding station between 1992 and 1994. However, two of the California standards—O₃ (1-hour) and PM₁₀ (24-hour)—were exceeded. None of the remaining California standards were exceeded. The O₃ standard was exceeded on 18 days over the 3-year period, always during the warmest months of May through October. O₃ is formed through a complex series of reactions involving ROG and NO_x in the presence of sunlight. Because of the delayed nature of its formation, ozone concentrations tend to be relatively uniform over large geographical areas (City, 1995). In other words, concentrations of ozone will not generally cluster in one area.

TABLE AQ-1											
Maximum Pollutant Concentrations Monitored at the Redding Station 1992-1994											
			Maximum Concentration			No. of Days the Federal Standard was Exceeded			No. of Days the State Standard was Exceeded		
Pollutant	Averaging Time	Unit of Measurement	1992	1993	1994	1992	1993	1994	1992	1993	1994
Ozone	1-hour	ppm	0.11 ^a	0.11 ^a	0.11 ^a	0	0	0	10	1	7
Carbon Monoxide	8-hour	ppm	1.9 ^a	2.1 ^a	1.8 ^a	0	0	0	0	0	0
	1-hour	ppm	3 ^a	4 ^a	5 ^a	0	0	0	0	0	0
Nitrogen Dioxide	Annual	ppm	0.012 ^a	-- ^d	-- ^d	0	0	0	n/a	n/a	n/a
	1-hour	ppm	0.05 ^a	-- ^d	-- ^d	n/a	n/a	n/a	0	0	0
Sulfur Dioxide ^c	Annual	ppm	0.001	0.000	0.000	0	0	0	n/a	n/a	n/a
	24-hour	ppm	0.012	0.007	0.011	0	0	0	0	0	0
	1-hour	ppm	0.02	0.04	0.03	n/a	n/a	n/a	0	0	0
PM ₁₀	Annual (geometric)	µg/m ³	21.2 ^a	17.2	21.6	n/a	n/a	n/a	0	0	0
	Annual (arithmetic)	µg/m ³	24.9 ^a	19.9	24.5	0	0	0	n/a	n/a	n/a
	24-hour ^b	µg/m ³	60	61	58	0	0	0	5%	2%	3%
Lead ^c	30-day	µg/m ³	0.03	0.02	0.03	n/a	n/a	n/a	0	0	0
	Calendar quarter	µg/m ³	0.02	0.02	0.02	0	0	0	n/a	n/a	n/a
^a Data presented are valid, but incomplete in that an insufficient number of valid data points were collected to meet EPA and/or Air Resources Board criteria for representativeness. ^b PM ₁₀ 24-hour exceedances are reported as the percentage of samples that exceeded the 24-hour standard. ^c SO ₂ and lead concentrations are not monitored in Shasta County. Therefore, maximum readings for the entire Sacramento Valley Air Basin (SVAB) were reported. ^d NO ₂ measurements were discontinued in Shasta County after 1992. n/a - no standard exists. ppm = parts per million. µg/m ³ = micrograms per cubic meter. Source: CARB, California Air Quality Data Annual Summaries; 1992, 1993, and 1994											

PM₁₀ concentrations, which are monitored every 6 days, exceeded the 24-hour California standard 2 to 5 percent of the time during 1992, 1993, and 1994. The PM₁₀ exceedances generally occur during the cooler months, corresponding to the agricultural burning period in the fall, and continuing into the winter months with wood-burning for space heating in homes (City, 1995).

The sources of emissions in Shasta County are listed in *Table AQ-2*. Stationary sources include factories, businesses, and localized sources. Area-wide sources account for activities spread over a large area, and include agricultural activities, residential fuel consumption, road dust, wind-blown dust, burning, and asphalt paving. Mobile sources account for fuel combustion from cars, trucks, trains, and equipment.

Table AQ-2					
1994 Emission Inventory for Shasta County (tons/day)					
Source Category	ROG	CO	NO_x	SO_x	PM₁₀
Stationary Sources					
Fuel Combustion	0.2	12.0	4.8	0.1	0.5
Cleaning and Surface Coatings	1.9	--	--	--	--
Petroleum Production and Marketing	0.3	--	--	--	--
Industrial Processes	0.3	7.9	1.5	0.1	1.1
Areawide Sources					
Solvent Evaporation	4.0	--	--	--	--
Miscellaneous Processes (residential fuel consumption, paved and unpaved roads, fires and burning, farming operations, and construction activities)	4.9	83.0	0.9	0.1	53.0
Natural Sources (forests, wetlands, volcanoes, wildfires, and wind-blown dust)	0.3	6.5	0.1	--	0.9
Subtotal - Stationary and Area Sources	11.9	109.4	7.3	0.3	55.5
Mobile Sources					
On-Road Vehicles	13.0	96.0	16.0	0.5	1.3
Other Mobile Sources	4.7	27.0	6.8	0.7	0.4
Subtotal - Mobile Sources	17.7	123.0	22.8	1.2	1.7
Grand Total - All Sources	29.6	232.4	30.1	1.5	57.2
Source: Shasta County AQMD, 1994.					

4.2.2 IMPACTS

Impact Evaluation Criteria

Air quality is evaluated in terms of standards. Pursuant to the *Federal Clean Air Act* (CAA) of 1970, the U.S. Environmental Protection Agency (EPA) established the *NAAQS* for several major pollutants, referred to as "criteria" pollutants. The *NAAQS* are two-tiered: primary, to protect public health, and secondary, to prevent degradation to the environment (e.g., impairment of visibility, damage to vegetation and property). The six criteria pollutants are ozone (O₃), carbon monoxide (CO), PM₁₀, nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead (Pb). In evaluating PM₁₀ impacts, EPA makes no distinction between PM₁₀ constituents. Any airborne particulate matter less than 10 microns in diameter is considered PM₁₀, regardless of the source.

California began to set its *California Ambient Air Quality Standards* (CAAQS) in 1969 under the mandate of the *Mulford-Carrell Act*. The CAAQS are as stringent or more stringent than the *NAAQS*. In addition to the six criteria pollutants covered by the *NAAQS*, the CAAQS include

standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. Standards are established for various averaging time frames that correlate with human health effects such as 1-hour, 3-hour, 8-hour, annual average, and annual geometric mean. *Table AQ-3* lists the *NAAQS* and *CAAQS*.

Air Quality Attainment Plan

The *California Clean Air Act of 1988 (CCAA)* delegates to each local air pollution control district the responsibility to attain and maintain *CAAQS*. Areas that violate the state standard at least once during the previous 3 years are designated non-attainment. The *CCAA* requires that all non-attainment districts develop an *Attainment Plan* which presents a strategy for reducing district-wide emissions until the standards are attained.

Shasta County currently meets all *NAAQS*. However, the County is non-attainment for the state air quality standards for O_3 and PM_{10} . As a result, the air districts of the *NSVAB* jointly prepared the *Northern Sacramento Valley Air Basin 1991 Air Quality Attainment Plan (AQAP)*. The Plan was subsequently updated and revised in 1994 (Shasta County AQMD et al., 1994). The 1991 *AQAP* focused on the adoption of control measures for stationary sources as the main approach to reduce O_3 precursor emissions. The 1994 *AQAP* focuses on reducing mobile source emissions through the implementation of Indirect Source Review programs and Transportation Control Measures. The 1994 *AQAP* also stresses public education and information programs (e.g., the Ozone Alert Program) and the need to work with other public agencies and industry.

The Shasta County AQMD has permit authority over all stationary sources of air pollutants in Shasta County and acts as the primary reviewer of environmental documents as they pertain to air quality issues. The Shasta County AQMD must develop rules and regulations that enforce the requirements of the Federal and California Clean Air Acts and other air quality legislation.

Proposed $PM_{2.5}$ and O_3 Standards

EPA has promulgated new standards for particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) and O_3 (61 Federal Register 65752, December 3, 1996). For $PM_{2.5}$, the new standards are an annual average of 15 micrograms per cubic meter ($\mu g/m^3$) and a 24-hour average of $65 \mu g/m^3$. For ozone, the new standard is 0.08 ppm for an 8-hour average. Under the regulatory review process, Congress still has an opportunity to review the standards before implementation.

Before compliance with these standards could be enforced, each air district would need to establish their attainment status, probably by monitoring. Because this has not been regulated, there is little existing $PM_{2.5}$ monitoring data available. Also, there are no established emission thresholds for determining significance and no EPA approved emission factors for estimating emissions. Implementing the measures designed to meet the new standards is expected by EPA to take some time. EPA has stated that existing standards should be used for new sources until EPA promulgates amendments to the existing New Source Review and state implementation programs are revised and accepted (40 CFR Part 51 FRL-5659-3, December 13, 1996).

Because PM_{10} consists of all particles with size under 10 microns, $PM_{2.5}$ is a subset of PM_{10} . Typically, 30 to 80 percent of all PM_{10} is in the $PM_{2.5}$ range (for example see Husar, 1995). Because the proposed 24-hour $PM_{2.5}$ standard has a higher value ($65 \mu g/m^3$) than the current California PM_{10} standard ($50 \mu g/m^3$), the California standard is more stringent than the federal 2.5 standard. Given that a worst-case 24-hour background level of PM_{10} measured at Redding (where compliance is determined) is $60 \mu g/m^3$ and assuming that 80 percent of the PM_{10} is $PM_{2.5}$, this area is likely to be in attainment with the federal $PM_{2.5}$ standard while being non-attainment with the California PM_{10} standard. In other words, it is possible to be in compliance with the federal $PM_{2.5}$ standard while

being out of compliance with the state PM₁₀ standard (but not the other way). Therefore, the state PM₁₀ standard is sufficient for evaluating PM_{2.5} considerations.

Table AQ-3				
State and Federal Ambient Air Quality Standards				
Pollutant	Averaging Time	California Standards ^b	National Standards ^a	
			Primary ^c	Secondary ^d
Ozone(O ₃)	1 Hour	0.09 ppm	0.12 ppm	0.12 ppm
Carbon Monoxide(CO)	8 Hour	9.0 ppm	9 ppm	--
	1 Hour	20 ppm	35 ppm	--
Nitrogen Dioxide(NO ₂)	Annual Average	--	0.053 ppm	0.053 ppm
	1 Hour	0.25 ppm	--	--
Sulfur Dioxide(SO ₂)	Annual Average	--	0.03 ppm	--
	24 Hour	0.04 ppm	0.14 ppm	--
	3 Hour	--	--	0.5 ppm
	1 Hour	0.25 ppm	--	--
Suspended Particulate Matter (PM ₁₀)	Annual Geometric Mean	30 µg/m ³	--	--
	Annual Arithmetic Mean	50 µg/m ³	50 µg/m ³	50 µg/m ³
	24 Hour	--	150 µg/m ³	150 µg/m ³
Lead(Pb)	30-Day Average Calendar Quarter	1.5 µg/m ³	--	--
		--	1.5 µg/m ³	1.5 µg/m ³

^a Federal standards, other than O₃ and those based on annual averages or annual arithmetic means, are not to be exceeded more than once per year. The O₃ standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above the standard is equal to or less than one.

^b California standards for O₃, CO, SO₂ (1-hour and 24-hour), NO₂, PM₁₀, and visibility-reducing particles are values not to be exceeded. The standards for sulfates, lead, hydrogen sulfide, and vinyl chloride are not to be equaled or exceeded.

^c Federal Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.

^d Federal Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

ppm = parts per million by volume.

µg/m = micrograms per cubic meter.

Source: CARB, 1994.

Standard Mitigation Measures (SMMs) and Best Available Mitigation Measures (BAMMs)

The implementation of the General Plan could result in continued non-attainment for the state air quality standards for O₃ and PM₁₀ increases, however, the problem is of a regional nature requiring close cooperation between Shasta County, the City of Redding, the City of Anderson and the City of Shasta Lake. The City of Shasta Lake will continue its effort to minimize impacts to the air basin by requiring that all projects be subject to *Standard Mitigation Measures (SMMs)* and *Best Available Mitigation Measures (BAMMs)* for both construction and operations regardless of size or emissions.

The *SMMs* are:

- Design streets to facilitate pedestrian access to public transit stops.
- For large projects, provide bus shelters.
- Suspend all grading activities when winds (as instantaneous gusts) exceed 20 miles per hour, as directed by the Shasta County AQMD.
- Water active construction sites at least twice daily, as directed by the Public Works Department.
- Apply non-toxic soil stabilizers according to the manufacturer's specification to all graded areas that will be inactive for 10 days or more.
- Schedule construction activities that affect traffic flow for off-peak traffic hours.
- Provide temporary traffic control (flag person), as appropriate, during all phases of construction.
- Install wheel washers where vehicles enter and exit unpaved roads, or wash trucks and any equipment leaving the site each trip.
- Sweep streets at the end of the day if visible soil material is on adjacent public paved roads (recommended water sweeper with reclaimed water).
- All trucks hauling dirt, sand, soil or other loose materials should be covered or should maintain at least 2 feet of freeboard (minimum vertical distance between top of the load and the top of the trailer), in accordance with the requirements of *California Vehicle Code Section 23114*. This provision is enforced by local law enforcement agencies.
- All new wood-burning devices should be EPA Phase II certified.
- Provide energy-efficient process systems, such as water heaters, furnaces, and boiler units.
- Re-establish groundcover on the construction site through seeding and watering prior to final occupancy.

For commercial and industrial projects, there are two levels of *Best Available Mitigation Measures (BAMM)*. For sources with emissions over 25 pounds (lb)/day ROG, 25 lb/day NO_x, 80 lb/day PM₁₀ (the New Source Review BACT trigger levels), feasible Level "A" BAMMs are required. These Level "A" BAMMs are:

- Implement all applicable *SMMs*.
- Provide preferential parking places for carpools and vanpools, and provide 7-foot two-inch (7'2") minimum vertical clearance covered parking facilities (for vanpool access).
- Contribute to traffic-flow improvements that reduce emission and are not growth-inducing (e.g. right-of-way, capital improvements).
- Alternatively, an applicant could identify other offsets acceptable to the Shasta County AQMD to reduce emissions below the New Source Review trigger levels.

For sources with emissions over 137 lb/day ROG, 137 lb/day NO_x, 137 lb/day PM₁₀ (the New Source Review Offset levels), feasible Level "B" BAMMs are required. These Level "B" BAMMs are:

- Implement all applicable *SMMs* and Level "A" BAMMs.
- Provide onsite services such as cafeterias, food vending machines, and automatic tellers, as appropriate.
- Provide onsite childcare and after-school facilities or contribute to offsite development within walking distance.

- Provide onsite pedestrian facility improvements such as walking paths and building access, which is physically separated from street, and parking lot traffic.
- Construct onsite and offsite bus turnouts, passenger benches, or shelters.
- Provide bicycle and storage facilities.
- Shower/locker facilities should be provided when appropriate for bicycling and pedestrian commuters.
- Construct offsite bicycle and pedestrian facility improvements, such as trails linking the facility to designated pedestrian and bicycle commuting routes.
- Convert fleet vehicles to clean-burning fuel as appropriate.
- Contribute to construction of offsite park-and-ride lots.
- Establish telecommuting programs, alternative work schedules, and guaranteed ride-home programs, as appropriate.
- Implement compressed workweek schedules, where weekly work hours are compressed into fewer than 5 days, such as 9/80, 4/40, or 3/36.
- Provide for transit-use incentives, such as subsidized transit passes, and accommodate unusual work schedules to encourage transit use.
- Implement alternative transportation program, such as CalTrans' Ride Share.

Alternatively, an applicant could identify and secure other offsets acceptable to the Shasta County AQMD to reduce emissions below the New Source Review offset levels and implement the Level "A."

Emission reduction efficiencies, or the "credit" that an applicant receives for implementing a specific mitigation measure are subject to Shasta County AQMD final approval. Essentially, an applicant must achieve standards specified in the *Air Quality Element* by applying any combination of the above-listed mitigation measures or a similar offset measure approved by the Shasta County AQMD.

Other Measures

As previously identified Shasta County and in turn the City of Shasta Lake is non-attainment for the state air quality standards for O₃ and PM₁₀. On October 17, 1995 the City adopted the *Air Quality Element* of the General Plan which is incorporated herein by reference. The purpose of the *Element* was to incorporate air quality considerations into land use decisions, to provide education and guidance, and to reduce the cumulative air emissions resulting from new development through the application of feasible mitigation measures. The *Element* has been incorporated into the revised General Plan and the only changes involved two new policies and implementation measures.

Policy AQ-n discourages the use of wood burning stoves that do not meet current EPA standards and an accompanying *Implementation Measure AQ-(2)* calls for the evaluation to determine the feasibility of requiring existing older wood burning devices to be retrofitted with devices meeting federal EPA standards at the time the residence is sold or a major alteration or addition initiated. *Policy AQ-o* requires the City to facilitate programs that encourage and promote recycling and composting of residential waste grasses, leaves, shrubs, trees, and other waste vegetation as an alternative to disposal by lawful burning on-site.

The City has also established an air quality database that tracks emissions generated from new development on a cumulative basis. The data will be provided to the Air Quality Management District so that they can monitor regional impacts resulting from new development.

Over the next 20 years, regardless of whether the existing or revised General Plan is utilized, the level of development will not change since the market place and not the General Plan dictates the degree of growth. The revised General Plan does not advance any measures that will encourage a greater

rate of growth and therefore increases in air quality emissions from now until the year 2020 would be similar to emissions resulting from the existing General Plan. In fact, the proposed General Plan could possibly be considered more restrictive since *Policies and Implementation Measures* are advanced which establish additional standards and requirements, in particular with respect to the preparation of Area Plans and infrastructure provision. Both General Plans are growth accommodating, and the revised General Plan is essentially no different than the existing General Plan, other than providing additional multifamily and industrial development opportunities. However, the amount of commercial classified lands has been significantly reduced. The discussion in *Chapter 5 - Alternatives To The Proposed Action* addresses these differences.

- **IMPACT #4.2-1**

Construction and grading activities associated with development will generate dust adding to PM₁₀ emissions. Heavy equipment and vehicular trips by construction personnel will contribute vehicular emissions as well. Construction cleanup often entails the burning of trees, brush, and other construction wastes, all of which can result in significant air quality effects.

Conclusion:

The impacts from short-term construction and grading activities and emissions generated from vehicular trips by construction personnel associated with development could result in significant short-term air quality effects, however, potential impacts can be reduced to less than significant levels through the implementation of required *Standard Mitigation Measures* (SMM) and *Best Available Mitigation Measures* (BAMM) required by the City. Therefore, the impacts associated with short-term construction and grading activities will be **less than significant**.

- **IMPACT #4.2-2**

State and federal ambient air quality standards provide a basis for the County to evaluate the significance of air quality impacts. Under CEQA, as well as the State and Federal Clean Air Acts, non-attainment of any air quality standard is considered to be an impact. Incremental emissions of non-attainment pollutants are generally considered to be cumulatively significant, because they contribute to non-attainment. Therefore, the air quality impacts associated with the implementation of the General Plan could be considered significant and therefore subject to mitigation.

Conclusion

The City of Shasta Lake is subject to requirements advanced in the *Northern Sacramento Valley Air Basin 1994 Air Quality Attainment Plan* which presents a strategy for reducing district-wide emissions until the standards are attained. Therefore, the impacts associated with cumulative air quality impacts resulting from implementation of the General Plan will be **less than significant**.

4.2.3 MITIGATION MEASURES

- **MITIGATION MEASURE #4.2-1 and #4.2.2**

The impacts from short-term construction related equipment and activities and the combination of existing and future development and associated impacts were determined to be **less than significant**. Therefore, no mitigation is necessary.

4.3 LAND USE

4.3.1 EXISTING CONDITIONS

The *Existing General Plan Map* (on file with the City Planning Division) identifies the distribution of the various land uses throughout the City and *Table LU-1* identifies the associated acreages. *Table A-1* in *Appendix 1* in the *Existing Conditions Report*, identifies the major existing vacant lands within the City by assessors parcel number, acreage, general plan, zoning, sewer availability, water availability, access, topographic constraints and development potential.

TABLE LU-1			
CITY OF SHASTA LAKE			
EXISTING GENERAL PLAN DESIGNATIONS			
Designation		Acreage	Percent
RB	Rural Residential B (5 acres/unit minimum)	456	6.6
RA	Rural Residential A (2 acres/unit minimum)	705	10.2
SR	Suburban Residential (3 units/acre maximum)	2,762	39.8
UR	Urban Residential (16 units/acre maximum)	1,228	17.7
C	Commercial	340	4.9
I	Industrial	848	12.2
M	Mineral Resources	26	0.4
PF	Public Facility	178	2.6
NP	Park	128	1.8
USA	Federal Government	201	2.9
	Interstate 5	71	1.0
Total		6,943	

The *Existing Major Vacant Lands Map* (on file with the City Planning Division) identifies major vacant lands within the City. *Table LU-2* identifies the major vacant acreages in the City per General Plan designation. Assuming the maximum density allowable, the number of dwelling units and potential population that can be accommodated in the City was determined. This is commonly referred to as the "holding capacity" which is the maximum number of people and building square footages that could be accommodated if all the land were developed to the maximum potential allowed by the General Plan land use designations. Commercial and industrial space was based on ratios of 25 and 45 percent building coverage, respectively.

Residential density yields for each general plan designation were based on 10 acres per dwelling unit for *Rural Residential B*, 5 acres per unit for *Rural Residential A*, 2 units per acre for *Suburban Residential*, and 6 units per acre for *Urban Residential* even though development could occur at higher densities. However, given the topography and natural features (creeks, drainage draws and vegetation) of the majority of existing major vacant lands in the City, it is highly unlikely that development would occur at the maximum densities. Building coverage for the *Commercial* general plan designation was based on 25 percent coverage and *Industrial* coverage was based on 45 percent. *Table LU-2* assumes that land was and would be developed to average densities and maximum building coverage. It should be recognized that the majority of cities do not develop at maximum densities, unless they are dense urban areas with very high land costs, or planned communities.

Based on the existing population and number of dwelling units, an average yield of 2.65 persons per household was calculated. Applying this factor to the number of potential dwelling units, the population of the City at residential buildout, based on the existing General Plan, would increase by 14,440 people resulting in a total population of 22,403. Based on an average historical growth rate of

1.58 percent per year this population would not be realized until the Year 2050. By the Year 2020, a population of 14,096 persons is projected which would be an increase of 4,561 persons since 1995. However, if the existing vacant lands were to develop to their maximum densities, the City could have a population of 34,519. This population would not be attained until the Year 2078 assuming the average historical growth rate.

It must be recognized that the development potential, or holding capacity, only addresses major vacant lands. Based on preliminary calculations performed for the Central Business District Conceptual Plan and Implementation Strategy, just the commercial areas along Shasta Dam Boulevard have the potential, through land assemblage and rehabilitation, to redevelop over 200,000 square feet of commercial space. In addition, due to the lack of comprehensiveness of the redevelopment plan, commercial and industrial square footages and the number of residential units that could be redeveloped throughout the City cannot be determined. However, it can be safely surmised that the numbers could be significant.

TABLE LU-2				
DEVELOPMENT POTENTIAL				
General Plan Designation	Existing Acres	Vacant Acres	Yields	Potential Population
Rural Residential B	456	401	40 Dwelling Units	106
Rural Residential A	705	368	74 Dwelling Units	196
Suburban Residential	2,762	1,492	2,984 Dwelling Units	7,908
Urban Residential	1,228	293	1,758 Dwelling Units	4,658
Commercial	340	152	1,655,280 Sq.Ft.	
Industrial	848	519	10,173,438 Sq.Ft.	
Mineral Resources	26	26		
Public Facility	178	36		
Park	128	73		
Federal Government	201	182		
Interstate 5	71			
	6,943	3,542	4,856 Dwelling Units	12,868

4.2.2 IMPACTS

Impact Evaluation Criteria

The General Plan identifies desired land use patterns and growth areas. The land use patterns may reflect higher or lower residential densities, and varying intensities of commercial and industrial land allocations. In addition, consideration for the siting of public facilities such as parks and schools that should keep pace with growth must occur. The land use pattern should also minimize potential land use conflicts. The most appropriate measure for evaluating impacts would be an evaluation of the existing and proposed land use densities and intensity of commercial and industrial lands and identifying addressing potential conflicts. Another measure is to consider community concerns regarding the type and location of particular land uses at the time of specific project proposal.

• IMPACT #4.3-1

Table LU-3 provides a comparison of the existing and the revised General Plan land use classifications identifying the total amount and percentage of land per classification, the amount of vacant land, the number of residential dwelling units and commercial and industrial square footages that could be generated, and associated population.

identifies that the revised General Plan could result in an increase of 5,527 persons over the existing General Plan, from 22,403 to 27,930. The increase is due primarily to the increase in multi-family designated lands. Just the development of lands classified as *Urban Residential High* classification would account for a projected population of 4,007.

Based on the projected population, residential buildout of the City could occur by the Year 2064, an increase of 14 years over the existing General Plan. Regardless, the City has the ability with either the existing or revised General Plan to accommodate the projected growth rate of 4,561 persons by the Year 2020. It should be recognized that if the vacant lands were to develop to their maximum densities, the City could have a population of 42,752, which would extend the date of residential buildout to the Year 2091. However, development at ultimate densities could never be realized due to the various existing and proposed policies, codes and standards, in particular with regard to grading, creekside setbacks, and other measures that serve to conserve the natural environment while accommodating development.

As previously noted, the General Plan reduces the amount of *Commercial* designated lands by 130 acres (the potential for 648,627 square feet less than the existing General Plan) and increases the amount of *Industrial* lands by 268 acres (the potential for 5,417,993 square feet more).

There are no apparent conflicts with applicable environmental plans or policies adopted by agencies with jurisdiction over implementation of projects resulting from the *Goals, Objectives, Policies, and Implementation Measures* advanced in the General Plan. Areas that abut County and City of Redding lands, which may appear to conflict, will have requirements imposed at the project specific stage to minimize potential incompatibilities. More importantly, the project advances cooperation between the City, Shasta County, City of Redding, State, Federal and other governmental agencies.

Concerns have been raised over the siting of heavy industrial operations anywhere there are *Industrial* designated lands. Policies are advanced for the establishment of criteria in the Zoning Ordinance that would preclude the advancement of such projects.

Conclusion

The General Plan provides for the adoption of standards, regulations, and performance requirements that will address any potential land use compatibility issues. *Policies and Implementation Measures* advanced in the General Plan will insure that potential environmental impacts associated with future development will mitigate potential impacts to levels of insignificance. Potential impacts associated with land use will be **less than significant**.

4.3.3 MITIGATION MEASURES

- MITIGATION MEASURES #4.3-1

The impacts associated with land use were determined to be less than significant. Therefore, no mitigation is necessary.

**TABLE LU-3
EXISTING & REVISED GENERAL PLAN LAND USE CALCULATIONS**

General Plan Designation	Existing GP		Revised GP		Existing GP			Revised GP		
	Acreage	Percent	Acreage	Percent	Vacant Acreage	Yields	Population*	Vacant Acreage	Yields	Population
RB	456	6.6	701	10.1	401	40 DU's	106	647	64 DU's	170
RA	705	10.2	576	8.3	368	74 DU's	196	179	35 DU's	93
SR	2,762	39.8	1,917	27.6	1,492	2,984 DU's	7,908	865	1,730 DU's	4,585
UR	1,228	17.7	1,435	20.6	293	1,758 DU's	4,658	600	3,600 DU's	9,540
URH	-	-	171	2.5	-	-	-	84	1,512 DU's	4,007
C	340	4.9	210	3.0	152	1,655,280 Sq.Ft.	-	92	996,653 Sq.Ft.	
CC	-	-	29	0.4	-			-		
VC	-	-	32	0.5	-			1.5	16,662 Sq.Ft.	
I	848	12.2	1,116	16.1	519	10,173,438 Sq.Ft.		795	15,591,431 Sq.Ft.	
M	26	0.4	-	-	26			-		
PF	178	2.6	231	3.2	-			-		
NP	128	1.8	191	2.8	-			-		
USA	201	2.9	190	2.8	182			182		
Caltrans	71	1.0	71	1.0	-			-		
UPRR	-	-	74	1.0	-			-		
Sub-Total	6,943		6,945		3,433	4,856 DU's	12,868	3,446	6,941 DU's	18,395
Existing						3,603 DU's	9,535		3,603 DU's	9,535
Total						8,459 DU's	22,403		10,544 DU's	27,930
Planning Area Proposed For Annexation										
Northeastern Area			426		426				190 DU's	504
Southwestern Area			15		15					
Total Population										28,434

* Based on 2.65 persons per dwelling unit (DU)

4.4 CIRCULATION

4.4.1 EXISTING CONDITIONS

The streets and highway classification system is based on functional categories used by Federal, State, County and regional agencies. The City recommends the designation of the street system within its boundaries to these agencies. Many of these recommendations are incorporated into the plans and programs of these agencies, and are a basis for grants and entitlements to the City.

Functional classification divides all streets and highways into several broad categories. These are Freeway, County Road, Arterial (major and minor), Collector and Local. The *Existing Transportation System Map* (on file with the City Planning Division) identifies the classification of the roadway system throughout the City. In addition, 11.7 miles of unimproved roads are also identified. These are roads which are natural surfaced, gravel surfaced or in such a state of disrepair that they are essentially unimproved. A listing of the unimproved roads is provided in *Appendix 3 - Unimproved Roads* in the *Existing Conditions Report*.

Each classification has specific standards and criteria through which design and route are developed. These criteria include:

- Expected peak traffic load on existing and potential roads;
- Existing and potential development and land use;
- Potential physical improvements, such as number of lanes and potential for road widening;
- Special designations, such as scenic routes.

The City's Street Standards are established to accommodate traffic requirements and streets parking when appropriate by identifying recommended widths. (Standards do not consider median construction, or intersection lane widening which may require additional width and right of way.) Furthermore, these standards are applied primarily to new alignments, as they may conflict with existing facilities, which for various reasons are inconsistent in right-of-way or other constraints. Interpretations and/or recommendations regarding minimum street widths is the responsibility of the City Engineer with input as part of planning process.

Freeways - Freeways are high-speed vehicle corridors with no at-grade crossings interrupting the flow of traffic. Cross traffic is grade separated and access to the freeway utilizes various forms of interchanges.

The utility of the freeway system depends on proper linkage to the rest of the circulation system. Land near interchange areas is highly prized because of accessibility and visibility. Interchanges are focal points for commercial activity. The community must consider the substantial effect of the freeway on the entire circulation system, especially streets, which interface with the freeway and frontage roads.

Within the City of Shasta Lake, State Route 5 is the only designated State freeway. The facility is planned as an eight-lane freeway from the southern City limits to Shasta Dam Boulevard interchange. North of this interchange Interstate 5 is planned as a six-lane freeway.

County and City of Redding Roads - County and City of Redding roads comprise the secondary network for the flow of traffic between major areas within the County and the City of Redding. These are important "commuter" roads, which serve to connect the City with traffic generators and designations outside the City.

Arterials - Arterials are major streets carrying the traffic of local and collector streets to and from major traffic generators. There are currently two categories of arterial within the City of Shasta Lake.

Major Arterials - Provide for the movement of large volumes of through traffic between major traffic generators. Parking and driveway access should be restricted on major arterials. Arterial street typical sections include a median divider to facilitate left turn movements. Landscaping is also recommended where feasible to improve the visual appearance of the arterial corridor. Shasta Dam Boulevard is currently classified as a Major Arterial, however, due to existing and project traffic volumes, in the revised General Plan it is classified as a Minor Arterial.

Minor Arterial Streets - Provide for the movement of traffic to and from collector streets, major arterial streets and the freeway. Minor arterials are the foundation of an efficient, attractive and safe circulation system. The following routes are currently designated as Minor Arterial Streets:

- Lake Boulevard
- Shasta Dam Boulevard
- Ashby Road
- Pine Grove Avenue
- Cascade Boulevard
- Twin View Boulevard

Collectors - The collector street system moves traffic between local and arterial streets, with some direct access to parcels and property. Typically, a 40-foot pavement section within a 50-foot right of way is sufficient. With such widths, smooth traffic flow may be regulated by stop signs on local streets with left or right turn channelization provided. This cross section will permit two moving lanes of traffic, on-street parking, sidewalks, and public utility easements, as well as street tree wells on each side in both residential and commercial and industrial areas. Streets can accommodate specific turn lanes with the removal or restriction of on-street parking. The following routes are currently designated as Collector Streets:

- Red Bluff Street
- Fort Peck Street
- Vallecito Street
- Montana Avenue
- Hardenbrook Avenue
- Black Canyon Road
- Washington Avenue

Local Streets - Local streets provide direct access to land uses, and are generally residential. Local streets should be designed to eliminate through traffic except in commercial and industrial districts. Consequently, local streets are often designed to curve, turn or cul-de-sac to discourage through traffic if possible.

The purpose of local streets is to provide internal circulation and primary and secondary access. As subdivisions are developed, they should provide a minimum of two points of standard access for adequate access and emergency vehicle consideration. Design of local streets should consider police surveillance and fire fighting ability, and must be developed to minimum City standards.

Traffic Volumes - A second method of evaluating and classifying streets is by traffic volume and the associated quality of traffic flow. Volume classification dictates that a certain street width and number of lanes are needed to meet adopted Level of Service standards. In order to establish design standards for streets which are specifically applicable to the City of Shasta Lake, certain local criteria such as existing and future land use, as well as traffic volumes and traffic operations on streets and highways must be taken into account.

In general, the current roadway system within the City of Shasta Lake continues to accommodate community traffic well. Traffic volumes on most streets, except for Shasta Dam Boulevard are less than 6,100 vehicles per day (total of both directions) which is well within the capacity of a two-lane street. On all street segments classified as arterials, the indicated total vehicles per day are also within the street's capacity. *Table T-1* identifies traffic volumes for 1997.

TABLE T-1		
EXISTING DAILY TRAFFIC VOLUMES		
STREET	SEGMENT	ADT'S
Shasta Dam Blvd.	Between I-5 and Ashby Ave.	12,000
Shasta Dam Blvd.	Between Ashby & Railroad Tracks	6,100
Shasta Dam Blvd.	Between Shasta Park Rd. and Lake Blvd.	2,250
Lake Blvd.	North of Shasta Dam Blvd.	2,400
Lake Blvd.	Between Shasta Dam Blvd. & Hill Blvd.	1,700
Lake Blvd.	Between Flanagan Road & Ashby Rd.	3,000
Ashby Rd.	Between Lake Blvd. & Pine Grove Ave. Extension	3,500
Ashby Rd.	Between Pine Grove Ave. & La Mesa Ave.	3,500
Ashby Rd.	Between La Mesa Ave. & Shasta Dam Blvd.	4,700
Black Canyon Rd.	Between Red Bluff St. & Mussel Shoals Ave.	600
Cascade Blvd.	Between Shasta Dam Blvd. & Grand Coulee Blvd.	2,300
Cascade Blvd.	Between Grand Coulee Blvd. & Pine Grove Ave.	4,300
Cascade Blvd.	Between Autumn Harvest & Arrowhead Ave.	1,000
Grand Coulee Blvd.	Between Fort Peck St. & Cascade Blvd.	2,000
Twin View Blvd.	South of Pine Grove Ave.	600
Twin View Blvd.	North of the Southern City Limits	500
Interstate 5	South of the City Limits	38,000
Interstate 5	Between the Pine Grove Ave. & Shasta Dam Blvd.	32,000
Interstate 5	Between Shasta Dam Blvd. & the Northern City Limits	30,000

Capacity is defined by the quality of traffic flow or "Level of Service" (LOS). LOS is a qualitative measure of traffic operating conditions whereby a letter grade "A" through "F" is assigned to an intersection or roadway segment. LOS "A" through "F" represent progressively worsening traffic conditions and are function of roadway and/or intersection geometry's, traffic volumes and, in the case of intersections, the turning movement conflicts and type of control. The LOS "C" is the minimum Level of Service Standard for the City of Shasta Lake. Definitions of the various LOS at intersections and along roadway segments are provided in *Table T-2*.

For proposed development projects, potential traffic generation is typically estimated through application of published trip generation rates specific to the proposed use. For the City of Shasta Lake, trip generation rates are based on information provided in the Institute of Transportation Engineers (ITE) publication Trip Generation or other trip generation studies as approved by the City Engineer.

TABLE T-2			
LEVEL OF SERVICE DEFINITIONS			
Level of Service	Intersection		Roadway
	Signalized	Unsignalized	
A	Uncongested operations, all queues clear in a single-signal cycle. $V/C = 0.60$.	Little or no delay. $ATD \leq 5$.	Completely free flow.
B	Uncongested operations, all queues clear in a single cycle. $V/C = 0.61-0.70$.	Short traffic delays. $ATD > 5$ and ≤ 10 .	Free flow, presence of other vehicles noticeable.
C	Light congestion, occasional backups on critical approaches. $V/C = 0.71-0.80$.	Average traffic delays. $ATD > 10$ and ≤ 20 .	Ability to maneuver and select operating speed affected.
D	Significant congestion of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No queues formed. $V/C = 0.81-0.90$.	Long traffic delays. $ATD > 20$ and ≤ 30 .	Unstable flow, speeds and ability to maneuver severely restricted.
E	Severe congestion with some long-standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). $V/C = 0.91-1.00$.	Very long traffic delays, failure, extreme congestion. $ATD > 30$ and ≤ 45 .	At or near capacity, flow quite unstable.
F	At capacity, stop-and-go operation. $V/C > 1.00$.	Unacceptable delays. $ATD > 45$.	Forced flow, breakdown.

Sources: 1994 Highway Capacity Manual, TRB Circular 212

V/C = Volume to Capacity Ratio

ATD = Average Total Delay

Traffic Controls - Traffic signals are used to control the flow of traffic at intersections in an urban circulation system. Signals will be installed as warrants are met and funding becomes available. Traffic signals become necessary and warranted when intersection control is not handled adequately with four way stops and channelization. Traffic signals are currently paid for with State of California gasoline taxes and AB 1600 revenues. Other traffic controls, such as traffic stop signs, are utilized throughout the City as warranted.

Truck Routes

Interstate 5 is the principal north/south corridor for trucks in the area. Trucks should be able to reach commercial and industrial areas in the community without being forced to travel through the residential or congested areas where the presence of trucks on the road system is undesirable. The truck route plan advanced is intended to adequately meet the needs of the trucking industry. The City should continuously evaluate and update the system of truck routes and truck parking. Consideration of the regulation and limitation of truck movement and parking is an important part of the circulation. Parking of large trucks on City streets is regulated. Trucks must be parked overnight on private property in industrial or commercial areas; no overnight parking is permitted in residential areas.

Public Transit Service

The Redding Area Bus Authority (RABA) provides both local and regional fixed route transit services. Currently Route 8, identified in the *Existing Transportation System Exhibit* is the only bus route provided within the City limits. Route 8 operates from 7:00 a.m. to 5:00 p.m. Para-transit services are also provided by RABA within 3/4 miles of bus Route 8.

4.4.1 IMPACTS

Impact Evaluation Criteria

As identified under the *Existing Conditions* discussion, the classification of streets and highways is based on functional categories used by Federal, State, County and regional agencies. The classifications are Freeway, County Road, Arterial (major and minor), Collector and Local. These classifications can be further broken down into Residential Collector, Minor Local, etc. The City's Street Standards are established to accommodate traffic requirements and streets parking when appropriate. Another method of evaluating and classifying streets is by traffic volume and the associated quality of traffic flow. Volume classification dictates that a certain street width and number of lanes are needed to meet adopted Level of Service standards.

Another criterion used to determine impact is street capacity which is defined by the quality of traffic flow or "Level of Service" (LOS). The City of Shasta Lake has adopted LOS "C" as a formal minimum Level of Service Standard.

The General Plan advances measures to enhance opportunities for pedestrians and bicyclists by advancing the use of sidewalks, bike lanes, and a trail system. The General Plan does not conflict with any adopted policies supporting alternative transportation modes. Nor will implementation of the General Plan result in any alterations to waterborne, rail, or air traffic.

- **IMPACT #4.4-1**

Table T-3 identifies future traffic volumes that would result from buildout by the Year 2064, assuming the current rate of population growth. The *Table* identifies traffic volumes that would be generated if the City maintained its current limits and also traffic volumes if the 641-acre Planning Area were annexed into the City.

Without inclusion of the 641 acre Planning Area, Ashby Road could exceed its' existing capacity and would have to be widened with some realignment. Inclusion of the Planning Area would require the improvement of Mussel Shoals Ave., Black Canyon Road, and Hardenbrook Avenue. between Shasta Dam Blvd. and Red Bluff Street.

Cascade Boulevard and Pine Grove Avenue east of Interstate 5 would realignment and extension within the existing City Limits,. Inclusion of the northeastern 626 acres of the Planning Area would require additional realignment and widening of Black Canyon Road and the new the construction of Black Canyon Road through the Planning Area property and connection to Interstate 5 at Wonderland Boulevard (Cascade Avenue).

Conclusion

Implementation of the General Plan will result in increased vehicle trips and/or traffic congestion. However, measures are advanced to insure that streets and transportation facilities are either improved or available to mitigate potential impacts resulting from anticipated development. It has been determined that the majority of the road system in the City, although often not constructed to current road standards, has the capacity to accommodate anticipated growth. The majority of development will occur in areas with limited, if any development. Therefore, development will be required to construct road improvements leading to orderly growth.

Policies and Implementation Measures advanced in the General Plan will insure that potential project specific impacts will be addressed and mitigated to levels of insignificance. Potential impacts associated with future traffic and circulation will be **less than significant**.

4.4.3 MITIGATION MEASURES

• MITIGATION MEASURES #4.4-1

The impacts associated with traffic and circulation were determined to be less than significant. Therefore, no mitigation is necessary.

TABLE T-3

FUTURE TRAFFIC VOLUMES AT BUILDOUT

STREET	SEGMENT	CITY LIMITS	PLANNING AREA
Red Bluff St.	Between Montana Ave. and Mussel Shoals Ave.	450	500
Main St.	Between Mussel Shoals Ave. and Black Canyon Rd.	1,000	1,000
Mussel Shoals Ave.	Between Shasta Dam Blvd. and Black Canyon Rd.	2,300	7,300
Montana Ave.	Between Shasta Dam Blvd. and Red Bluff St.	2,500	2,300
Hardenbrook Ave.	Between Shasta Dam Blvd. and Red Bluff St.	4,100	9,900
Black Canyon Rd.	Between Red Bluff St. and Northern City Limit	4,100	10,200
Black Canyon Rd. Extension	Between Northern City Limit and I-5/ Mountain Gate Interchange	3,700	9,800
Cascade Blvd. Extension	Between Shasta Dam Blvd. and Black Canyon Rd. Extension	15,500	17,500
Lake Blvd.	Between Shasta Dam Blvd. and Ashby Rd.	6,600	8,700
Ashby Rd.	Between Lake Blvd. and Railroad tracks	12,100	13,000
Hill Blvd.	Meets with Lake Blvd. at its northern and southern terminus and runs parallel to Lake Blvd.	1,800	1,800
Montana Ave.	Between Shasta Dam Blvd. and Vallecito St.	2,700	2,700
Hardenbrook Ave.	Between Shasta Dam Blvd. and its Southern Terminus	2,600	2,600
Hardenbrook Ave.	Between Existing Southern Terminus and Pine Grove Ave. Extension	4,800	4,800
La Mesa Ave.	Between Ashby Rd. and Montana Ave.	2,000	2,000
Vallecito St.	Between Montana Ave. and Grand Coulee Blvd.	2,600	2,600
Grand Coulee Blvd.	Between Shasta Dam Blvd. and Cascade Blvd.	4,900	4,900
Cascade Blvd.	Between Shasta Dam Blvd. and Southern City Limits	8,600	8,600
Ashby Rd.	Between Shasta Dam Blvd. and the Railroad tracks	14,400	14,400
Pine Grove Ave.	Between I-5 Interchange and Ashby Rd.	14,200	14,200
Shasta Gateway Drive Extension	Between its existing Southern Terminus and Cascade Blvd.	8,300	8,300
Unnamed St.	Between Pine Grove Ave. and Shasta Gateway Drive	500	550
Twin View Blvd.	Between Pine Grove Ave. and Southern City Limits	3,800	3,900
Pine Grove Ave.	East of I-5 Interchange and Eastern City Limits	13,600	13,600
Pine Grove Ave. Extension	East of I-5 Interchange and new east-side Pine Grove Interchange	8,000	8,000
Shasta Dam Blvd.	Between Lake Blvd. and Ashby Rd.	11,800	11,800
Shasta Dam Blvd.	Between Ashby Rd. and Hardenbrook Ave.	26,900	27,000
Shasta Dam Blvd.	Between Hardenbrook Ave. and Grand Coulee Blvd.	19,500	19,500
Shasta Dam Blvd.	Between Grand Coulee Blvd. and Interstate 5	24,200	25,700
Interstate 5 Northbound	Shasta Dam Blvd. Interchange and Pine Grove Ave. Interchange	25,300	29,200
Interstate 5 Southbound	Shasta Dam Blvd. Interchange and Pine Grove Av. Interchange	25,100	29,600

4.5 PUBLIC SERVICES AND FACILITIES

4.5.1 EXISTING CONDITIONS

Water

The City of Shasta Lake water treatment plant is located on the east abutment of Shasta Dam and was constructed in 1990. Water is transported by gravity from the water treatment plant through 16- and 14-inch diameter transmission mains. The downstream water distribution system consists of approximately 40 miles of water mains ranging in size from 3/4 to 10 inches in diameter. Approximately 60% of the system consists of 30- to 40-year old water lines that are 5 inches and smaller in diameter and cannot provide adequate fire flows. The distribution system is comprised of 10 pressure zones regulated by pressure reducing stations and seven treated water storage reservoirs ranging in size from 200,000 gallons to 1,000,000 gallons. The total water storage capacity is 2.8 million gallons and the reservoirs range from 50 to 20 years old. The *Existing Water Facilities Exhibit* (on file with the City Planning Division) identifies the location of the water system tanks, reservoirs, pipelines, fire hydrants, etc.

Wastewater

The City through a conventional gravity system accomplishes the collection of wastewater and its delivery to the treatment plant. The plant utilizes an Activated Sludge form of treatment, which comprises several treatment processes and structures. The wastewater treatment plant is owned and operated by the City and serves only the City. The Summit City area and the Riddle Road area are not currently sewered. The system currently has 3,186 connections from homes and businesses throughout the city. The wastewater treatment plant is rated at 1.3 million gallons per day (MGD) average dry weather flow and is currently operating at about 65 percent of capacity.

During the non-discharge period reclaimed water is stored and used for irrigating 40 acres of pasture on City property adjacent to the treatment plant. Plans are also underway to utilize the reclaimed water for irrigation of the Caltrans landscaping along Interstate 5, the Gateway Industrial Park landscaping, and as process water for the proposed Knauf Fiberglass Plant. A 12-inch diameter reclaimed water distribution pipeline has also been constructed to the east with provisions for future extensions to the existing Tierra Oaks Golf Course and the possible future golf course on the Mountain Gate Meadows (Peri) property to the north of Moody Creek. The *Existing Wastewater Facilities Exhibit* (on file with the City Planning Division) provides an overview of the wastewater distribution and treatment system facilities.

The treated effluent is monitored continuously for compliance with the requirements for discharge to Churn Creek and for reclaimed water reuse standards. The residual biosolids are digested and dried on-site and disposed of at the Dick Curry Regional Landfill.

4.5.2 IMPACTS

Impact Evaluation Criteria

Water

The water treatment facility was designed to meet the California Department of Health Services (DHS) standards for domestic drinking water, the water treatment plant serves to treat water from its source at Shasta Lake. An Operating Plan/Permit was issued to the City by DHS in 1996, indicating the City meets all current Federal and State Drinking Water Standards. All new development is required to provide water distribution facilities and if necessary, water storage facilities.

Wastewater

The treatment plant processes wastewater in accordance with standards set by the Central Valley Regional Water Quality Control Board (CVRWQCB). The CVRWQCB issued Permit No. 96-157 in 1996 to the City under the National Pollutant Discharge Elimination System (NPDES), setting the standards for the seasonal discharge of treated wastewater to Churn Creek when there is sufficient stream flow for adequate dilution from November 15 to April 15. All new development is required to connect to wastewater treatment facilities, except for the Summit City area which could develop on-site wastewater treatment facilities provided they meet Shasta County Department of Health standards for on-site disposal.

- **IMPACT #4.5-1**

Although the current water treatment plant meets applicable federal and state standards, the treatment plant is nearing its design capacity. Also, significant portions of the existing old and undersized water distribution system, installed in the 1940's, will probably need to be replaced in the near future.

Evaluations have determined that for the Year 2020 there is a sufficient amount of water supply available, however, beyond that time period additional water supply sources must be obtained. The General Plan calls for management of water resources available to the City and participation in the development of a regional groundwater resource management plan. Development associated with the implementation of the General Plan will increase the need to expand and possibly construct new water treatment facilities. Existing water distribution facilities in the older areas of the community need to be replaced. New facilities associated with development will be provided as development occurs.

Conclusion

The issue regarding water treatment plant expansion needs will be addressed in the *Master Water Plan* currently being prepared by PACE Engineering, which will be completed by mid 1999. The *Master Water Plan* will identify strategies and funding mechanisms to address the replacement of the existing water distribution system. Furthermore, the General Plan provides for standards and requirements that insure the provision of adequate water supply for future City residents and businesses. Potential impacts associated with the treatment and provision of water service is **less than significant**.

- **IMPACT #4.5-2**

During preparation of the 1992 Facilities Plan for the existing treatment plant, the City estimated that the ultimate average dry weather flow for the City Service area, including the Summit City area, would be about 2.3 MGD. Therefore, the existing treatment plant is designed to accommodate a 77 percent expansion from 1.3 MGD to 2.3 MGD, which would provide capacity for about 4,100 household equivalents.

The need for the next treatment plant expansion depends upon population and economic growth within the service area. The City of Shasta Lake has experienced slow growth in the past decade, with 1.576 percent per year between 1990 and 1995. Based on this rate of growth, the existing plant will reach capacity by about 2014, if all the capacity was utilized by residential development. Obviously, additional commercial and industrial development would reduce the time frame before expansion was necessary. Therefore, the construction of the additional improvements should begin by about 2012 with the necessary planning and

engineering beginning several years beforehand. However, if the areas that currently are not receiving wastewater treatment services were to be provided service, the construction of the plant expansion would be required to begin by about 2003. Alternative solutions to expansion of the treatment plant rely on reduced consumption in the form of water conservation.

Conclusion

The General Plan calls for the development, improvement and maintenance of existing facilities. The wastewater treatment plant has sufficient capacity to meet Year 2020 needs and beyond. However, the disposal of treated effluent is an issue that needs to be addressed. The City currently owns land adjacent to the treatment facilities that could accommodate the disposal of treated effluent. The General Plan calls for the preparation of a *Master Wastewater Treatment Plan* and for the extension of wastewater treatment services to areas in the City currently being served by septic and leachfield systems, in particular the Project City area. Potential impacts associated with the treatment and disposal of wastewater is considered **less than significant** due to the measures advanced in the General Plan.

4.5.3 MITIGATION MEASURES

• MITIGATION MEASURES #4.5-1 and #4.5-2

The impacts associated with water treatment and distribution and wastewater treatment and disposal were determined to be less than significant due to objectives, policies and measures advanced in the General Plan. Therefore, no mitigation is necessary.

4.6 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126 [f] of the *CEQA Guidelines* requires analysis of significant irreversible changes that implementation of the project would bring about. Specifically, this section of the *Guidelines* is concerned with irreversible commitments of non-renewable resources.

Implementation of the General Plan would result in certain irreversible environmental changes. Development activities would require the commitment of natural resources. As full implementation of the General Plan progresses, an increasing commitment of building materials, natural gas, electricity, and petroleum would be required. This represents an irretrievable commitment of resources due to their non-renewable or slowly renewable nature. Development would also commit future generations to land uses designated in the General Plan. Implementation would also alter the biology of undeveloped lands as they become urbanized and the natural habitat reduced. Once committed to urban land uses, the land is essentially irretrievably converted from its natural state.

4.7 CUMULATIVE EFFECTS

Section 15130 of the *CEQA Guidelines* requires analysis of significant cumulative impacts that a project may contribute to. Cumulative impacts occur when the incremental effects of a project, which may or may not be individually significant, are combined with the effects of later phases or other elements of that project or the effects of other projects to produce a significant impact.

Under each topical heading of this chapter (i.e., Noise, Air Quality, Land Use and Traffic & Circulation), all potential impacts are identified and analyzed, including cumulative impacts. The following potentially significant cumulative effects were identified:

- Impact #4.1-2 - Noise associated with increased traffic volumes.
- Impact #4.2-1 - Non-attainment for state air quality standards for O₃ and PM₁₀.
- Impact #4.4-1 - Increased vehicle trips and/or traffic congestion.

The most significant cumulative environmental impacts would result from annexation of the 626 acres of land in the northwest portion of the Planning Area, which would increase traffic and associated noise and air quality impacts. Particularly impacted would be existing development along Black Canyon Road where traffic volumes would increase from a projected 2,000 ADTs at build out under the existing General Plan to 10,200 ADT's. By not including this area within the City, the traffic impacts would increase by just an additional 4,100 ADTs under the revised General Plan which could be more readily accommodated.

4.8 GROWTH-INDUCING IMPACTS

Section 15126(g) of the *CEQA Guidelines* states that growth induced by a project can be direct or indirect. A project can be growth inducing when it:

- directly or indirectly fosters economic or population growth or construction of additional housing;
- removes obstacles for population growth, such as extending public facilities into areas where they do not currently exist;
- taxes community service facilities; and,

- encourages and facilitates other activities that could significantly affect the environment.

The *Guidelines* also clearly state that growth should not be assumed to be either beneficial, detrimental, or of little significance to the environment. Based on case law, an EIR must analyze the impacts in relation to the most probable development patterns. [*Antioch v. Pittsburgh* (1986) 187 Cal. App. 3d 1325]. The analysis uses this basis as a guideline in presenting potential growth inducing scenarios.

As previously identified, the existing City of Shasta Lake General Plan is growth accommodating and the revised General Plan is likewise. The General Plan contains policies that establishes processes and criteria enabling the City to consider development beyond the current land use allocations, a consequence that would be considered growth inducing. However, the General Plan allocates less land to residential and commercial development. Residential classified lands will be reduced from 5,151 to 4,800 acres and commercial lands from 340 to 271 acres. However, the amount of industrial lands will be increased from 848 to 1,116 acres.

Even though residentially classified lands are decreasing in acreage, the reason for the resultant increase in growth is due to the populations that would be generated from *Urban Residential* and *Urban Residential High* classified lands. The acreage of *Urban Residential* lands is increased from 1,228 acres to 1,435 acres and *Urban Residential High* lands are allocated 171 acres whereas previously there were no lands classified as such. These two classifications have the potential to yield an additional 13,547 persons, whereas before, the *Urban Residential* lands could generate 4,658 persons.

As development is proposed and approved in the future, it would be in response to anticipated market demands that involve the attractiveness of the City for residential, commercial and industrial development. However, all growth would occur under the regulations and standards that currently exist and those proposed in the General Plan, which would serve to balance the community benefits and the potential impacts associated with growth. Any future amendments to the General Plan land use allocation would require a General Plan amendment and full CEQA environmental review.

CHAPTER FIVE

ALTERNATIVES TO THE PROPOSED ACTION

5.1 ALTERNATIVES

The purpose of this Chapter is to identify the most environmentally advantageous alternative(s) to the proposed project. Section 15126 [d] of the *CEQA Guidelines* requires an EIR to describe a reasonable range of alternatives to a project, or to the location of a project, that could feasibly attain the project objectives, and evaluate the relative merits of each alternative in terms of environmental effects. The *CEQA Guidelines* also require that the reasons for selecting a presumably environmentally superior alternative over other alternatives shall be made explicit. Also, the "no project" alternative (existing General Plan) must be compared to other alternatives to determine whether taking no action is environmentally superior to taking the proposed action, or an alternative to it. Reasonable alternatives to the proposed action which still attain the project objectives of adopting the revised City of Shasta Lake General Plan are:

- The CEQA required "No Project" Alternative which is the existing General Plan.
- A lower density residential alternative with more emphasis on single family residential land uses and additional *Industrial* classified lands.
- An alternative which balances the amount of single family and multi-family residential classified lands.
- A higher density residential alternative with emphasis on multi-family development.

Table 5-1 provides a comparative summary of the four alternatives with respect to the total amount of lands allocated for the various land use classifications, the amount of vacant lands for each classification, the expected number of residential dwelling units and commercial and industrial building square footages that could generated by development of the vacant lands, and the expected population totals from each alternative.

5.1.2 NO PROJECT ALTERNATIVE

Under the No Project Alternative, the revised General Plan would not be adopted and the existing General Plan would continue to guide development in the City. The key difference between the existing General Plan and the revised General Plan are:

- The *Village Commercial* and *City Center Commercial* land use designations would not be advanced.
- Even though there is currently an *Urban Residential High* designation in the existing General Plan, it has not been allocated to any lands in the City. The existing General Plan would still provide for the future allocations of these lands.
- The amount of existing *Commercial* designated lands far exceeds the need or demand for such lands.
- The existing General Plan does not identify Planning Areas and a proposed Sphere of Influence outside the City Limits portions of which are suitable for annexation.
- The existing General Plan does not provide a *Parks and Recreation Element*.
- The existing General Plan does not provide *Implementation Measures*.
- The revised General Plan incorporates all mandatory General Plan Elements into one document, whereas, the existing General Plan is comprised of a series of four separate documents.

- The existing General Plan does not set guidelines for the planning of large undeveloped tracts of land within the City which include the Peri Property, the Washington Tract and lands north and south of the Pine Grove Avenue Extension.
- The revised General Plan identifies the needed infrastructure master plans for water, wastewater, and storm drainage improvements.
- The revised General Plan clearly identifies those roads within the City that truly function as "Collectors" and identifies a funding mechanism in an attempt to make necessary improvements to those roads.
- The existing General Plan does not address many of the community issues identified in the revised General Plan including, but not limited to;
 - identifying bike and trail routes,
 - providing a mechanism for designating areas along creeks and streams as greenbelts,
 - determining a Sphere of Influence line and annexation potential,
 - addressing non-conforming land uses and undersized lots,
 - extending wastewater and improving water services to the Summit City area,
 - establishing "Level of Service" thresholds,
 - establishing scenic routes within the City, and,
 - providing for additional multi-family classified lands, and
 - identifying the need to pursue housing code enforcement and housing rehabilitation.

Overall environmental impacts associated with the revised General Plan would not be significantly reduced since the land area proposed for development is only 12 more acres than the existing General Plan. However, the amount of land allocated for parcels 5 acres in size or larger is 647 acres compared to 401 acres under the existing General Plan. As noted before, the reason why the revised General Plan generates higher population rates is due to the amount of *Urban Residential* and *Urban Residential High* classified lands. The overall intensity of development for residential and industrial lands is greater under revised General Plan and less for commercial lands.

5.1.3 LOW DENSITY ALTERNATIVE

This alternative places greater emphasis on the development of single family lands compared to the revised General Plan. This alternative results in a population of 28,878 persons, which is 6,475 more persons than the existing General Plan and 949 more than the revised General Plan. The major difference between this alternative and the General Plan is that this alternative proposes 71 more vacant acres of *Urban Residential* designated lands and 2 more acres of *Urban Residential High* classified land. This alternative also proposes 129 acres less of *Industrial* classified land.

Overall environmental impacts associated with this alternative compared to the revised General Plan would not be significantly reduced since the land area proposed for development is only 16 more acres.

5.1.4 BALANCED RESIDENTIAL LAND ALTERNATIVE

This alternative places greater emphasis on balancing the amount of single family and multi-family residential lands, when compared to the *Low Density Alternative*. However, the amount of vacant multi-family designated lands is 159 acres more. This alternative results in a population of 31,770 persons, which are 9,367 more persons than the existing General Plan and 3,840 more than the revised General Plan.

**TABLE 5-1
LAND USE ALTERNATIVES CAPACITIES**

TABLE L-1				
Total Land Area				
	Existing	I	II	III
RB	456	505	505	505
RA	705	1,090	626	626
SR	2,762	1,842	1,974	1,234
UR	1,228	1,482	1,827	2,505
URH	-	172	172	226
C	340	200	200	208
CC	-	25	25	25
VC	-	32	32	32
I	848	1,030	1,017	1,017
M	26	-	-	-
PF	178	94	94	94
NP	128	199	199	199
USA	201	201	201	201
CalTrans	71	71	71	71
	6,943	6,943	6,943	6,943

TABLE L-2				
Vacant Land Area				
	Existing	I	II	III
	401	401	401	401
	368	565	333	333
	1,492	786	878	399
	293	671	830	1,283
	-	86	86	106
	152	90	90	96
	-	-	-	-
	-	2	2	2
	519	666	647	647
	26	-	-	-
	36	-	-	-
	73	93	93	93
	182	182	182	182
	3,542	3,542	3,542	3,542

TABLE L-3				
Average Number of Dwelling Units & Building Square Footage Yields				
	Existing	I	II	III
	40	40	40	40
	74	113	67	67
	2,984	1,572	1,756	798
	1,758	4,026	4,980	7,698
	-	1,548	1,548	1,908
	1,655,280	980,100	980,100	1,045,440
	-	-	-	-
	-	16,662	16,662	16,662
	10,173,438	13,054,932	12,682,494	12,682,494

TABLE L-4			
Generation Factors			
	Low	Average	High
RB	10	10	5
RA	5	5	2
SR	2	2	3
UR	4	6	12
URH	12	18	24
C	20%	25%	33%
CC	20%	25%	33%
VC	20%	25%	33%
I	35%	45%	55%

TABLE L-5				
Dwelling Unit Yields				
	Existing	I	II	III
	40	40	40	40
	74	113	67	67
	2,984	1,572	1,756	798
	1,758	4,026	4,980	7,698
	-	1,548	1,548	1,908
	4,856	7,299	8,391	10,511
	3,603	3,603	3,603	3,603
	8,459	10,902	11,994	14,114

TABLE L-6				
Additional Population Yields				
	Existing	I	II	III
	106	106	106	106
	195	299	176	176
	7,908	4,166	4,653	2,115
	4,659	10,669	13,197	20,400
	-	4,102	4,102	5,056
	12,868	19,343	22,235	27,853
	9,535	9,535	9,535	9,535
	22,403	28,878	31,770	37,388
				Sub-Total
				1995 Base
				Totals

Overall environmental impacts associated with this alternative compared to the revised General Plan would not be reduced. The major difference between this alternative and the General Plan is that this alternative will result in additional increases in the demand of public services and facilities due to the increase in population.

5.1.5 HIGH DENSITY RESIDENTIAL LAND ALTERNATIVE

This alternative places greater emphasis on the development of multi-family residential lands compared to the revised General Plan. This alternative results in a population of 37,388 persons, which is 14,985 more persons than the existing General Plan and 9,458 more than the revised General Plan. A major difference between this alternative and the General Plan is that this alternative proposes 683 more vacant acres of *Urban Residential* designated lands and 20 more acres of *Urban Residential High* classified land. This alternative also proposes 148 acres less of *Industrial* classified land.

Overall environmental impacts associated with this alternative compared to the revised General Plan would be significantly increased. In addition to a significantly greater demand on public services and facilities, the alternative would result in a greater alteration of the existing undeveloped landform due to grading to accommodate the density of development proposed. This would lead to potentially significant biological, drainage, energy, noise, air quality, traffic and aesthetic impacts.

5.2 PREFERRED ALTERNATIVE

Based on the environmental evaluation in *Chapter 4 - Existing Impact, Conditions and Mitigations*, and the comparative analysis in this chapter, it is evident that overall, the environmentally superior alternative is the proposed General Plan Alternative.

CHAPTER SIX

REFERENCES

6.1 LITERATURE

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6.2 ORGANIZATIONS AND INDIVIDUALS CONSULTED

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Barnes, J. TCI Cable Television, Technical Operations Manager

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Bishop, K. Pacific Gas and Electric Company (PG&E), Senior Project Manager

Cahill, Roy. Department of Public Works, City of Shasta Lake

Dahlen, Charles E. Battalion Chief & Fire Marshal, Shasta Lake Fire Protection District

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Gonzalez, Marcelino. Associate Planner, Planning Division, Shasta County Department of Resource Management

Harvey, Alan. City Manager, City of Shasta Lake

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Kluss, D., Shasta County Sheriff's Department

Matias, Ken, Superintendent (Retired) Gateway Unified School District

Mitchell, Mike. Development Services Director, City of Shasta Lake

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Lawrence Lake

Lawrence Lake

CHAPTER SEVEN

APPENDIX

7.1 NOTICE OF PREPARATION AND INITIAL STUDY

When the City commenced on June 2, 1998, the Shasta County General Plan was adopted as the official policy for the City of Shasta. The City of Shasta is a member of the Shasta County General Plan Committee and the Shasta County General Plan Committee is the body that will be responsible for the development of the Shasta County General Plan. The City of Shasta is a member of the Shasta County General Plan Committee and the Shasta County General Plan Committee is the body that will be responsible for the development of the Shasta County General Plan.

In November of 1998, the City of Shasta adopted the 2000 General Plan. The City of Shasta is a member of the Shasta County General Plan Committee and the Shasta County General Plan Committee is the body that will be responsible for the development of the Shasta County General Plan. The City of Shasta is a member of the Shasta County General Plan Committee and the Shasta County General Plan Committee is the body that will be responsible for the development of the Shasta County General Plan.

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General Planning Committee

Members:

- Mayor
- Councilmember
- City Manager

Advisory Committee

- Public Works Advisory Committee
- Planning Advisory Committee
- Environmental Advisory Committee

Health and Safety Committee

Members:

- Health Officer
- Fire Chief
- Police Chief
- Sheriff

Advisory Committee

Members:

Community Development Committee

Members:

- Planning Director
- City Manager
- Councilmember

**NOTICE OF PREPARATION AND
NOTICE OF SCOPING SESSION FOR
ENVIRONMENTAL IMPACT REPORT NO. 98-01**

This serves to notify your agency that the City of Shasta Lake, as lead agency intends to prepare an *Environmental Impact Report (EIR)* for the *Revised DGP General Plan (DGP)* which addresses the City and the Planning Area. The General Plan effort focused primarily on revisions to the *Goals, Objectives, Policies, and Implementation Measures* and the *Land Use and Circulation Map*, copies of which are attached.

When the City incorporated on July 2, 1993, the *Shasta County General Plan* was adopted in the interim until funding became available to undertake the revision effort. Due to the uncertainty of when funding would be available, on May 7, 1996 the City Council adopted the *Shasta County General Plan* for an indeterminate period per Government Code Section 65301(a).

In November of 1997, the City Council authorized the *DGP* effort to commence. The City of Shasta Lake Planning Commission, serving as the General Plan Task Force, completed a series of eight public hearings and workshops which led to the acceptance of the *DGP Goals, Objectives, Policies, and Implementation Measures* and the *Land Use and Circulation Map* to be circulated for public review and comment.

The City of Shasta Lake has combined *General Plan Elements* so that the *General Plan* is adopted as a single document arranged by primary issue topics within which each *Element* is addressed. The following identifies how the various *Elements* were consolidated to reduce redundancy. Mandatory *Elements* are indicated with an asterisk.

Natural Resources Group

Conservation*

- Minerals
- Energy
- Water Resources & Quality

Open Space*

- Fish, Wildlife & Vegetation
- Open Space, Parks & Recreation
- Heritage Resources

Health and Safety Group

Safety*

- Seismic & Geologic Hazards
- Flood Protection
- Fire Safety & Sheriff Protection
- Hazardous Materials

Noise*

Air Quality

Community Organization Group

Land Use*

- Public Services & Facilities

Circulation*

Housing*

NOTICE OF PREPARATION COMMENTS

Enclosed is a copy of the *DGP Goals, Objectives, Policies, and Implementation Measures* and the *Land Use and Circulation Map*. Also available upon request are the following support documents.

April 6, 1998 - Existing Conditions Report

July 27, 1998 - Policies & Implementation Measures - Issues Working Paper

July 27, 1998 - Land Use Alternatives Working Papers

The *DGP* incorporates many of the *Goals, Objectives* and *Policies* advanced in the *Shasta County General Plan* where applicable to the City. However, additional *Objectives* and *Policies* have been added in addition to *Implementation Measures* that are specifically tailored to address City conditions.

We wish to obtain comments from your agency as to the scope and content of the environmental information which is specific to your agency's statutory responsibilities in connection with the *DGP*. We are also soliciting comments from private individuals and organizations with regard to the information they feel should be addressed in the *EIR*.

Due to the time constraints mandated by State law, your response must be provided at the earliest date, but no later than 30 days after receipt of this letter, or December 11, 1998. Please direct any NOP responses and comments to:

Eihnard F. Diaz, AICP
Planning Manager
City of Shasta Lake
1650 Stanton Drive
Shasta Lake, CA 96019

Telephone: 530-224-0811
Facsimile: 530-224-0832
E-Mail: EFDiaz@aol.com

SCOPING SESSION

A scoping session has been scheduled to allow agencies and individuals to assist the City in specifying the scope and content of the *DGP EIR*. The date, time, and location of the Scoping Session is:

Tuesday, November 10, 1998
4:00 p.m. to 6:00 p.m.
City of Shasta Lake Senior Community Center
1525 Median Avenue

PROJECT DESCRIPTION

The "Project" is the adoption of the City of Shasta Lake General Plan. Attached are the *DGP Goals, Objectives, Policies, and Implementation Measures* and the *Land Use and Circulation Map* for review and comment.

ISSUES

Based on the *Initial Study*, the issues of traffic, air quality, noise, aesthetic impacts, land use and public facilities need additional evaluation.

INITIAL STUDY ENVIRONMENTAL CHECKLIST

Issues		Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less- Than- Significant Impact	No Impact
I. LAND USE AND PLANNING.					
<i>Would the proposal:</i>					
a.	Conflict with general plan designation or zoning?				X
b.	Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?			X	
c.	Be incompatible with existing land use in the vicinity?			X	
d.	Affect agricultural resources or operations (e.g., impacts on soils or farmlands, or impacts from incompatible land uses)?				X
e.	Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?				X

Discussion of Checklist Answers

- The project is a general plan revision, which must be internally consistent. Measures are advanced to insure zoning consistency.
- There appear to be no conflicts with applicable environmental plans or policies adopted by agencies with jurisdiction over the project. Areas which abut County and City of Redding lands, which may appear to conflict, will have requirements imposed at the project specific stage to minimize potential incompatibilities. More importantly, the project advances cooperation between the City, Shasta County, City of Redding, State and Governmental agencies.
- The *DGP* provides for the adoption of standards, regulations, and performance requirements. Concerns have been raised over the siting of heavy industrial operations anywhere there are *Industrial* designated lands. Policies are advanced for the establishment of criteria in the Zoning Ordinance.
- There are no agricultural resources of operations within the City limits affected by the *DGP*.
- The Plan advances measures for infrastructure improvements and housing rehabilitation in established communities.

Conclusion

The *DGP* advances a series of measures that serve to minimize potential impacts.

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
II. POPULATION AND HOUSING.				
<i>Would the proposal:</i>				
a. Cumulatively exceed official regional or local population projections?				X
b. Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension or major infrastructure)?			X	
c. Displace existing housing, especially affordable housing?				X

Discussion of Checklist Answers

- a. The current *General Plan* projects a population of 22,403, whereas, the *DGP* generates a population of 27,245, an increase of 4,942 persons. The population would increase by an additional 679 persons if lands held by the Federal Government are converted to the proposed land use designations and if lands proposed for annexation in the Planning Area are annexed.
- b. The *DGP* proposes to accommodate growth in an orderly and comprehensive manner and for the extension and rehabilitation of infrastructure to serve existing and accommodate future development. Although the amount of lands specifically designated for residential land use has decreased by 313 acres from 5,106 to 4,793 acres, the designation of 171 acres for densities that would allow up to 30 dwelling units per acre reflects the increase in population.

The *DGP* proposes the reduction of *Commercial* designated land by 136 acres and an increase in *Industrial* designated land by 232 acres.
- c. The *DGP* does not propose the displacement of existing housing, but rather it's rehabilitation and the extension of infrastructure where needed.

Conclusion

The population and housing impact resulting from implementation of the *DGP* is considered less than significant since the *DGP* makes provisions to accommodate such growth.

Issues		Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
III. GEOLOGIC PROBLEMS.					
<i>Would the proposal result in or expose people to potential impacts involving:</i>					
a.	Fault rupture?				X
b.	Seismic ground shaking?				X
c.	Seismic ground failure, including liquefaction?				X
d.	Seiche, tsunami, or volcanic hazard?				X
e.	Landslides or mudflows?				X
f.	Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill?		X		
g.	Subsidence of the land?				X
h.	Expansive soils?				X
i.	Unique geologic or physical features?				X

Discussion of Checklist Answers

a-c. The City is classified as a low severity earthquake zone, and no active faults are known to exist. The area is considered to have low seismic risk with respect to such effects as faulting, ground rupture, liquefaction, and ground lurching. It is unlikely that property damage or safety hazards would result from a major seismic event on regional faults. The risk of exposure of people or property to fault rupture, seismic ground shaking, or seismic ground failure, including liquefaction, is considered less than significant because any development is required to comply with seismic standards.

d. The project is not subject to seiche, tsunami, or volcanic activity.

e-f. Although not as active as some areas of Shasta County the City is within a seismically active region. Historically, seismic activity has been low. In the past 120 years there has been no significant damage or loss of life due to earthquakes occurring within or near the county. Seismic hazards specifically related to earthquakes include ground shaking, surface faulting, and ground failure.

Alterations in topography and ground surface relief features can be expected as part of the development process. Construction requires grading to accommodate the installation of necessary facilities and improvements. Disruptions, displacement, compaction, and overcovering of soils can be expected through these grading processes. Measures are identified to reduce erosion and unstable soil conditions.

- g. The *DGP* will not result in land subsidence.
- h. The *DGP* addresses the need for soil reports and meeting current state and local development standards to avoid hazards from development on expansive soils.
- i. The hills surrounding the City to the north and west provide a unique physical feature of the City.

Conclusion

The *DGP* advances a series of measures that serve to minimize potential impacts.

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IV. WATER.				
<i>Would the proposal result in:</i>				
a. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?			X	
b. Exposure of people or property to water-related hazards such as flooding?				X
c. Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen or turbidity)?				X
d. Changes in the amount of surface water in any water body?				X
e. Changes in currents, or the course or direction of water movements?				X
f. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?				X
g. Altered direction or rate of flow of groundwater?				X
h. Impacts on groundwater quality?				X
i. Substantial reduction in the amount of groundwater otherwise available for public water supplies?				X

Discussion of Checklist Answers

- a-c. The City has no storm drainage master plan, nor have storm drainage studies been prepared. The City's storm drainage facilities are limited and generally designed for 5 and 10 year storms. Local flooding is common during major storms especially storms of 25 years or greater.
- c. The *DGP* proposes the use of detention/retention basins so that there is minimal, if any, change in the amount of surface water in any natural water body.
- e. The *DGP* will not result in change to current or the course or direction of water movements.
- f. The *DGP* will not change the quantity of groundwater since the availability of groundwater is minimal.
- g. The *DGP* will not alter the direction or rate of flow of groundwater.
- h. The *DGP* will not affect the quality of groundwater.
- i. The *DGP* will not result in a substantial reduction in the amount of water available for public water supplies over the next 20 years. However, new water sources must be developed for the long-term.

Conclusion

The *DGP* advances a series of measures that serve to minimize potential impacts.

Issues		Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
V. AIR QUALITY.					
<i>Would the proposal:</i>					
a.	Violate any air quality standard or contribute to an existing or projected air quality violation?		X		
b.	Expose sensitive receptors to pollutants?				X
c.	Alter air movement, moisture, or temperature, or cause any change in climate?				X
d.	Create objectionable odors?				X

Discussion of Checklist Answers

- a. Construction resulting from the *DGP* would result in temporary emissions of PM₁₀, ROG, and NO_x. Construction equipment and vehicles generate dust during clearing, excavation, and grading operations. Traffic on unpaved surfaces and wind blowing over exposed surfaces also generates

dust. Construction equipment powered by internal combustion engines would generate emissions of PM₁₀, ROG, and NO_x. The construction activities that have the greatest potential to cause an impact are earthmoving and grading. Mobile and stationary emission sources when combined may also exacerbate air quality thresholds. It is anticipated that a "Statement of Overriding Considerations" may have to be adopted as part of the *DGP* approval process.

- b. There are no known sensitive receptors that would be directly or indirectly impacted by the implementation of the *DGP* during and after construction.
- c. Implementation of the *DGP* will not alter air movements, moisture, or temperature, or cause any change in climate.
- d. The *DGP* does not advance development of land uses that are foreseen to create objectionable odors.

Conclusion

The *DGP* advances a series of measures that serve to minimize potential impacts.

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VI. TRANSPORTATION CIRCULATION.				
<i>Would the proposal result in:</i>				
a. Increased vehicle trips or traffic congestion?			X	
b. Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
c. Inadequate emergencies access or access to nearby uses?				X
d. Insufficient parking capacity on-site or off-site?				X
e. Hazards or barriers for pedestrians or bicyclists?				
f. Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X	X
g. Rail, waterborne, or air traffic impacts?				X

Discussion of Checklist Answers

- a. Implementation of the *DGP* will result in increased vehicle trips and/or traffic congestion. However, measures are advanced to insure that streets and transportation facilities are either improved or available to mitigate potential impacts resulting from anticipated development. It has been determined that the majority of the road system in the City, although often not constructed to current road standards, has the capacity to accommodate anticipated growth. The majority of development will occur in areas with limited, if any development. Therefore, development will be required to construct road improvements leading to orderly growth.
- b. There are existing streets that do not meet vertical curve standards. However, the potential for the improvement of many of these streets is precluded by existing development that has occurred over the years. Measures are proposed to minimize safety hazards.
- b. The *DGP* advances measures to insure that no adverse impacts on emergency access for nearby users results from future growth.
- d. The proposed project will not have any effects on existing parking facilities or result in a demand for new parking. The Zoning Ordinance provides necessary parking standards to accommodate development.
- e. The *DGP* advances measures to enhance opportunities for pedestrians and bicyclists by advancing the use of sidewalks, bike lanes, and a trail system.
- f. The *DGP* does not conflict with any adopted policies supporting alternative transportation modes.
- g. Implementation of the *DGP* will not result in any alterations to waterborne, rail, or air traffic.

Conclusion

Implementation of the *DGP* should not cause any impacts on transportation and circulation. Measures are advanced to minimize potential impacts.

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less- Than- Significant Impact	No Impact
VII. BIOLOGICAL RESOURCES.				
<i>Would the proposal result in impacts on:</i>				
a. Endangered, threatened or rare species or their habitats (including, but not limited to, plants, fish, insects, animals, and birds)?				X
b. Locally designated species (e.g., heritage trees)?				X
c. Locally designated natural communities (e.g., oak forest)?			X	
d. Wetland habitat (e.g., marsh, riparian, and vernal pool)?			X	
e. Wildlife dispersal or migration corridors?				X

Discussion of Checklist Answers

- a. Much of the native vegetation and wildlife habitat in the City of Shasta Lake has been disturbed or displaced by past urban and agricultural uses. Nonetheless, the City has a rich complement of native flora and fauna, particularly in the undeveloped periphery. Additionally, a surprising amount of native vegetation is present even within the urbanized portions of the City, perhaps because much of the development occurred before mass grading became widely used to prepare sites for construction.

The mosaic of natural and altered plant communities within the City provides habitat for a diverse assemblage of resident and migrant species of wildlife, including a variety of invertebrates, amphibians, reptiles, fish, birds and mammals. The existing level of diversity can be maintained while accommodating anticipated growth; however, this will require careful planning and implementation of measures advanced in the *DGP* which in combination with project specific mitigation measures will offset the adverse effects of development.

Eight special-status wildlife species are currently known to occur within the City of Shasta Lake. These consist of gopher snake, ringneck snake, horned lark, loggerhead shrike, northern harrier, sharp-shinned hawk, and Cooper's hawk. The latter three species may forage, but are unlikely to nest, in the City.

No special-status plant species are currently known to occur within the City. However, populations of several special-status plant species occur in the general vicinity, including Sanborn's onion, tripod buckwheat, depauperate milk-vetch, silky cryptantha, and Shasta snow-wreath.

- b. There are no locally designated species (e.g., heritage trees) present in the City.

- c. Habitats within the City have been categorized in accordance with the California Wildlife-Habitat Relationships (WHR) System. The WHR habitat classification was developed by the California Interagency Wildlife Task Force Group to recognize and logically categorize major vegetative complexes at a scale sufficient to predict wildlife-habitat relationships.

The two principal WHR habitat types present within the City are urban and blue oak-digger pine. In addition, smaller amounts of mixed chaparral, valley foothill riparian, valley oak woodland, annual grassland, pasture, fresh emergent wetland, lacustrine (pond and lake) and riverine habitats are present.

- d. Wetland habitat exists throughout the City. Measures are advanced in the *DGP* which essentially call for adherence to U.S. Army Corps of Engineers permitting requirements and consultations with the State Department of Fish and Game.
- e. Neither Shasta County nor the Department of Fish and Game identify the City on any mapping as being located within, or containing, a wildlife or migration corridor.

Conclusion

The *DGP* advances measures that when combined with project specific mitigation measures will reduce the overall impact on biological resources and these impacts are therefore considered less-than-significant.

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less- Than- Significant Impact	No Impact
VIII. ENERGY AND MINERAL RESOURCES.				
<i>Would the proposal result in:</i>				
a. Conflict with adopted energy conservation plans?				X
b. Use nonrenewable resources in a wasteful and inefficient manner?				X
c. Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the state?				X

Discussion of Checklist Answers

- a. The *DGP* does not conflict with any adopted energy conservation policies.
- b. The *DGP* advances development that will use fuel and energy. However, through careful planning energy needs will be met in an orderly manner to accommodate the growth. Resources will not be used in a wasteful or inefficient manner and the *DGP* advances measures to address these issues.

- c. The *DGP* does not advance land uses and measures that will result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the state. Furthermore, the 3M Mining Company has expressed a desire to have some of its' lands annexed to the City and converted to industrial and residential uses. They originally purchased lands for mineral extraction purposes, however, they no longer appear to be interested in mining their lands due to market conditions.

Conclusion

Implementation of the *DGP* should not cause adverse impacts on energy and fuel resources. Measures are advanced to minimize potential impacts.

Issues		Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IX. HAZARDS.					
<i>Would the proposal involve:</i>					
a.	A risk of accidental explosion or release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation)?				X
b.	Possible interference with an emergency response plan or emergency evacuation plan?				X
c.	The creation of any health hazard or potential health hazard?				X
d.	Exposure of people to existing sources of potential health hazards?				X
e.	Increased fire hazard in areas with flammable brush, grass, or trees?				X

Discussion of Checklist Answers

- a. Implementation of the *DGP* will not result in risks related to hazards.
- b. The *DGP* addresses coordination with City, County and State emergency response plans.
- c-d. Implementation of the *DGP* does have the potential to an impact on human health. Requirements imposed by County, State and Federal agencies must be complied with to assure that health hazards are not created and are avoided should they exist.
- e. The *DGP* provides measures to reduce the potential for increased fire hazards.

Conclusion

There are no impacts related to hazards resulting from implementation of the *DGP*.

Issues		Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
X. NOISE.					
<i>Would the proposal result in:</i>					
a.	Increases in existing noise levels?			X	
b.	Exposure of people to severe noise levels?			X	

Discussion of Checklist Answers

- a-b. Implementation of the *DGP* will create temporary noise impacts during construction. The types of construction equipment used during construction typically generate noise levels of 80-90 dB at a distance of 50 feet while the equipment is operating (U.S. Environmental Protection Agency 1971). Construction equipment operations can vary from intermittent to fairly continuous, with multiple pieces of equipment operating concurrently.

Although construction activities may result in periods of elevated noise levels in the immediate vicinity of where a project is being developed, significant noise impacts associated with construction activities are not expected. Nonetheless, to reduce the potential for adverse noise effects from during construction activities, all construction equipment must have sound-control devices no less effective than those provided on the original equipment and no equipment shall have an unmuffled exhaust. Measures at the project specific stage, will be required to reduce construction-related impacts to a less-than-significant level.

The most significant noise sources identified in the City of Shasta Lake include, Interstate 5 and local traffic, operations on the Union Pacific Railroad tracks, and to a lesser extent, operations at the Sierra Pacific Lumber Mill, schools, parks and small service-related industries. The *DGP* recognizes these noise sources and advances measures to minimize impacts on existing and future development.

Conclusion

The implementation of the *DGP* will not result in perceptible noise level increases to existing noise-sensitive land uses in the City since development will occur over a long-term time period. However, measures advanced will insure that mechanisms are in place so that when noise levels do reach perceptible levels, mitigations are already in place. Short-term construction related noise impacts may result which will require mitigation on a project by project basis.

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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XI. PUBLIC SERVICES.

Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:

- | | | | | |
|----|--|--|---|---|
| a. | Fire protection? | | X | |
| b. | Police protection? | | X | |
| c. | Schools? | | X | |
| d. | Maintenance of public facilities, including roads? | | X | |
| e. | Other governmental services? | | | X |

Discussion of Checklist Answers

- a. Implementation of the *DGP* may have impacts on fire protection services. However, the *DGP* calls for conformance to the Fire Districts' Safety Standards and the establishment of service thresholds that are to be met and for development to participate in offsetting costs for additional services.
- b. Implementation of the *DGP* may have impacts on law enforcement services. However, the *DGP* calls for the establishment of service thresholds that are to be met and for development to participate in offsetting costs for additional services.
- c. Implementation of the *DGP* calls for cooperation and coordination with the Gateway Unified School District.
- d-e. The *DGP* advances measures so that public facilities can be developed in an orderly manner to meet the needs of anticipated growth.

Conclusion

The *DGP* calls for the improvement of existing public services and the development of new facilities to meet the needs of future growth in an orderly manner.

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less- Than- Significant Impact	No Impact
XII. UTILITY AND SERVICE SYSTEMS.				
<i>Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:</i>				
a. Power or natural gas?				X
b. Communications systems?				X
c. Local or regional water treatment or distribution facilities?		X		
d. Sewer or septic tanks?			X	
e. Storm water drainage?			X	
f. Solid waste disposal?				X
g. Local or regional water supplies?		X		

Discussion of Checklist Answers

- a. Implementation of the *DGP* will result in the need for power and natural gas supply. However, facilities are in place or in the process of being developed to accommodate future growth.
- b. Implementation of the *DGP* will not affect communications systems since facilities are in place or in the process of being developed to accommodate future growth.
- c. Development associated with the implementation of the *DGP* will increase the need to expand and possibly construct new treatment facilities. Existing water distribution facilities in the older areas of the community need to be replaced. New facilities associated with development will be provided as development occurs.
- d. The *DGP* calls for the development, improvement and maintenance of existing facilities. The wastewater treatment plant has sufficient capacity to meet Year 2020 needs and beyond. However, the disposal of treated effluent is an issue that needs to be addressed. The *DGP* calls for the preparation of a master wastewater treatment plan.
- The *DGP* also calls for the extension of wastewater treatment services to areas in the City currently being served by septic and leachfield systems.
- e. The *DGP* calls for development to pay its fair share of costs associated with the provision of all utilities. Measures are identified to provide for storm drainage improvements.

- f. The *DGP* will not affect solid waste disposal facilities. There is sufficient capacity at the Richard M. Curry landfill in Shasta County to accommodate existing and future solid waste generated from implementation of the *DGP*.
- g. For the Year 2020 there is a sufficient amount of water supply available, however, beyond that time period additional water supply sources must be obtained. The *DGP* calls for management of water resources available to the City and participation in the development of a region-wide groundwater resource management plan.

Conclusion

The development associated with implementation of the *DGP* could result in potential long-term impacts on utilities and services. However, measures are advanced to address this issue.

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIII. AESTHETICS.				
<i>Would the proposal:</i>				
a. Affect a scenic vista or scenic highway?				X
b. Have a demonstrable negative aesthetic effect?			X	
c. Create light or glare?				X

Discussion of Checklist Answers

- a. Development resulting from implementation of the *DGP* would not adversely affect a scenic vista or scenic highway as long as measures advanced are adhered to particularly with respect to grading.
- b. Development associated with implementation of the *DGP* has the greatest potential to impact aesthetics due to alteration of the landform necessary to facilitate construction of infrastructure, public and private facilities, and structures. Measures are advanced to minimize potentially negative aesthetic effects.
- c. Development associated with implementation of the *DGP* creates light, which has the potential to result in glare. However, street lighting and lighting associated with industrial and commercial development is necessary for public safety purposes. Reduction of glare resulting from lighting is best addressed at the project specific stage as identified in the *DGP*.

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XIV. CULTURAL RESOURCES.				
<i>Would the proposal:</i>				
a. Disturb paleontological resources?				X
b. Disturb archaeological resources?			X	
c. Affect historical resources?				X
d. Have the potential to cause a physical change which would effect unique ethnic cultural values?			X	
e. Restrict existing religious or sacred uses within the potential impact area?				X

Discussion of Checklist Answers

- a. There are no known paleontological sites within the City and Planning Area.
- b-c. The *DGP* calls for archaeological or cultural resource evaluations to be conducted when the potential exists that areas may contain sites.
- d. The *DGP* does not advance any measures that would have the potential to cause a physical change that would affect unique ethnic cultural values.
- e. The *DGP* does not advance any measures that would have the potential to restrict religious or sacred uses within the City and Planning Area.

Conclusion

The *DGP* calls for implementation of measures identified at the project specific stage so that any potential cultural resource impacts are reduced to a less-than-significant level.

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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XV. RECREATION.

Would the proposal:

- | | | | | |
|----|--|--|---|---|
| a. | Increase the demand for neighborhood or regional parks or other recreational facilities? | | X | |
| b. | Affect existing recreational opportunities? | | | X |

Discussion of Checklist Answers

- a. The growth advanced by the Plan would increase the demand for parks and other recreational facilities in the City and Planning Area. However, measures are advanced to address existing and future needs.
- b. Implementation of the Plan would result in additional recreational opportunities.

Conclusion

Implementation of the Plan would not result in adverse impacts on recreational opportunities. Conversely, the potential exists for the provision of additional opportunities..

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XVI. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?			X	
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?			X	
c. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)		X		
d. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?		X		

Discussion of Checklist Answers

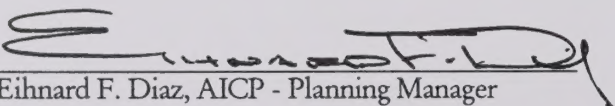
- a. Measures are advanced in the *DGP* to minimize impacts on plant, fish and wildlife populations including rare or endangered species.
- b. The *DGP* identifies both short and long-term environmental goals and identifies measures to insure that potential conflicts are minimized.
- c. The growth associated with the *DGP* could be considered cumulatively considerable and therefore needs further evaluation.
- d. The implementation of the *DGP* could have impacts that could cause substantial adverse effects on human beings, either directly or indirectly. It is highly likely that long-term air quality impacts associated with mobile sources have the potential to reduce the quality of the environment. The issues of traffic, air quality, noise, aesthetic impacts, land use and public facilities need additional evaluation.

DETERMINATION

Pursuant to Sections 15152 and 15168 of the State CEQA Guidelines, this initial study has been prepared to evaluate the potential impacts of the proposed project.

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Attachment 1 have been added to the project. A NEGATIVE DECLARATION will be prepared.
- ☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.


Eihnard F. Diaz, AICP - Planning Manager

November 3, 1998

7.2 NOTICE OF PREPARATION RESPONSES

RECEIVED

NOV 15 1998

PLANNING

November 1, 1998

To: Receiving Agency

Re: SHASTA LAKE REVISED DRAFT GENERAL PLAN
SCM# 8812114

Attached for your comment is the Notice of Preparation for the SHASTA LAKE REVISED
DRAFT GENERAL PLAN and Environmental Impact Statement (EIS).

Receiving Agency must transmit their comments and comments on the map to the Office of Planning and Training, Department of General Services, within 30 days of receipt of this notice. We encourage receiving Agency to respond to the notice and comments on the map to the maximum extent possible.

Please direct your comments to:

EDUARDO DIAZ, NEP
CITY OF SHASTA LAKE
1601 PLANTER DRIVE
SHASTA LAKE, CA 99669

with a copy to the Office of Planning and Training. Please refer to the "Comments" section of the
Environmental Impact Statement (EIS).

If you have any questions about this notice process, call the State Planning Office
(916) 445-4011.

Sincerely,



Eduardo Diaz, NEP
City of Shasta Lake

Attachment
cc: Land Agency



Governor's Office of Planning and Research

1400 TENTH STREET SACRAMENTO, CALIFORNIA 95812-5044

Pete Wilson
GOVERNOR

Paul F. Miner
DIRECTOR

November 6, 1998

RECEIVED

NOV 09 1998

PLANNING

To: Reviewing Agencies

Re: SHASTA LAKE REVISED DRAFT GENERAL PLAN
SCH# 98112019

Attached for your comment is the Notice of Preparation for the SHASTA LAKE REVISED DRAFT GENERAL PLAN draft Environmental Impact Report (EIR).

Responsible agencies must transmit their concerns and comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of this notice. We encourage commenting agencies to respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

EIHNARD F. DIAZ, AICP
CITY OF SHASTA LAKE
1650 STANTON DRIVE
SHASTA LAKE, CA 96019

with a copy to the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the review process, call the State Clearinghouse at (916) 445-0613.

Sincerely,

Antero A. Rivasplata
Chief, State Clearinghouse

Attachments
cc: Lead Agency

NOP Distribution List

S = sent by lead agency

X = sent by SCH

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407 West Line Street, Room 8
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-  **Debbie Treadway**
Native American Heritage Comm.
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-  **Andrew Barnsdale**
Public Utilities Commission
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-  **Gerald R. Zimmerman**
Colorado River Board
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818/543-4676 Fax 818/543-543-4685
-  **Tahoe Regional Planning**
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Debby Eddy
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Department of Transportation District Contacts

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Division of Water Quality
P.O. Box 944213
Sacramento, CA 94244-2130
916/657-0912 Fax 916/657-2388



Mike Falkenstein
State Water Resources Control Board
Division of Water Rights
901 P Street, 3rd Floor
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Dept. of Toxic Substances Control
CEQA Tracking Center
400 P Street, Fourth Floor
P.O. Box 806
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SCH# 98112019

Regional Water Quality Control Board

-  **NORTH COAST REGION (1)**
5550 Skyline Blvd., Suite A
Santa Rosa, CA 95403
707/576-2220 Fax 707/523-0135
-  **SAN FRANCISCO BAY REGION (2)**
Environmental Document Coordinator
1515 Clay Street, Suite 1400
Oakland, CA 94612
510/622-2300 Fax 510/622-2760
-  **CENTRAL COAST REGION (3)**
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San Luis Obispo, CA 93401-5427
805/549-3147 Fax 805/543-0397
-  **LOS ANGELES REGION (4)**
CEQA Coordinator
320 West 4th Street, Suite 254
Los Angeles, CA 90017
213/266-7500 Fax 213/266-7500
-  **CENTRAL VALLEY REGION (5)**
3443 Rottier Road, Suite A
Sacramento, CA 95827-3098
916/255-3000 Fax 916/255-3015
-  **Fresno Branch Office**
3614 East Ashlan Avenue
Fresno, CA 93726
209/445-5116 Fax 209/445-5910
-  **Redding Branch Office**
415 Knollcrest Drive
Redding, CA 96002
916/224-4845 Fax 916/224-4857
-  **LAHONTAN REGION (6)**
2501 Lake Tahoe Boulevard
South Lake Tahoe, CA 96150
530/542-5400 Fax 530/544-2271
-  **Victorville Branch Office**
15428 Civic Drive, Suite 100
Victorville, CA 92392-2359
760/241-6583 Fax 760/241-7308
-  **COLORADO RIVER BASIN REGION (7)**
73720 Fred Waring Drive, #10.
Palm Desert, CA 92260-2564
760/782-7495 Fax 760/341-6820
-  **SANTA ANA REGION (8)**
3737 Main Street, Suite 500
Riverside, CA 92501-3339
909/782-4130 Fax 909/781-6288
-  **SAN DIEGO REGION (9)**
9771 Clairemont Mesa Blvd., Suite B
San Diego, CA 92124-1324
619/467-2952 Fax 619/571-6972

OTHER: HCD

OTHER:



SHASTA COUNTY

DEPARTMENT OF RESOURCE MANAGEMENT
1855 Placer Street, Redding, CA 96001

Russ Mull, R.E.H.S.
Director

☐ Suite 101

AIR QUALITY MANAGEMENT DISTRICT
R. Michael Kussow, P.E.
Air Pollution Control Officer
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FAX: (530) 225-5237

☐ Suite 102

BUILDING DIVISION
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Division Manager
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James Cook
Division Manager
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ENVIRONMENTAL HEALTH DIVISION
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Division Manager
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☒ Suite 200

ADMINISTRATION &
COMMUNITY EDUCATION
(530) 225-5789
FAX: (530) 225-5807

December 15, 1998

RECEIVED
DEC 17 1998
PLANNING

Eihnard F. Diaz, Planning Manager
City of Shasta Lake
1650 Stanton Drive
Shasta Lake, CA 96019

Dear Mr. Diaz:

NOTICE OF PREPARATION FOR EIR 98-01

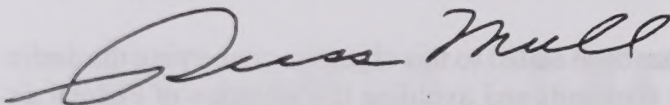
I appreciate receiving the subject Notice of Preparation (NOP). We have no environmental review comments at this time. I have listed below comments for your consideration in preparing the final document and the associated Environmental Impact Report. We will evaluate and may comment on the environmental impact report and draft general plan document once they are circulated.

- 1) The map accompanying the NOP shows two areas of City land use designations that are currently outside the incorporated boundaries. It appears that these areas would need to be reflected in an amended Sphere of Influence in order to be subject to future City jurisdiction. As you are probably aware, LAFCO is currently evaluating the Spheres of Influence for the three incorporated cities. We look forward to reviewing the concept of an expanded sphere and related land uses.
- 2) The land use circulation map identifies much of the former Summit City area as UR (18 units per acre). This density is too high for developments served by septic systems and is more appropriate for areas with public sewers. Is this area slated for future sewerage?
- 3) Objective AO-2: The term "as feasible" has been added to this objective concerning the desire to meet applicable California air quality standards and avoiding the violation of Federal air quality standards. This terminology was not part of the previous air quality element to the City General Plan which was adopted by the City Council on October 17, 1995. The addition of this language adds uncertainty and vagueness to the objective that is unacceptable. Please remove this language in the final document.

- 4) Policy AO-b: This policy indicates that new development projects shall be conditioned to reduce air quality impacts as described in this General Plan. However, it appears that procedures for evaluating and reducing impacts that were adopted on October 17, 1995, into the previous air quality element have been removed from this proposed General Plan update. The discussion of thresholds and use of Standard Mitigation Measures and Best Available Mitigation Measures found in the previous air quality element needs to be incorporated into the final version of this document so as to assure consistency with air quality elements found in the General Plans of the County and the Cities of Redding and Anderson. In addition, the details are needed to demonstrate consistency with New Source Review (NSR) procedures found in the Air District's permitting rule 2:1.
- 5) Policy AO-O: The prohibition of the burning of any grasses, leaves, shrubs, trees, or wood waste within the city limits is much more stringent than the policies of the Cities of Redding and Anderson. It is our understanding that these other two Cities do not allow burn barrels, but do allow open burning of vegetation by City permit and land clearing burning by permit through the Shasta County Air Quality Management District.
- 6) Policy AO-p: This policy should be revised to read that the City would cooperate in implementing the provisions of the California and Federal Clean Air Acts.
- 7) Implementation Measure AO-2: This measure should be revised to refer to the Shasta County Air Quality Management District rather than the Air Pollution Control District.
- 8) Implementation Measure AO-3: The feasibility of requiring the changing out of older non-certified wood burning devices at the time of a residence sale was previously considered by the Shasta County Air Pollution Control Board on March 1, 1994, when the Board adopted District Rule 3:23-Fireplace and Solid Fuel Heating Device Usage. The Board determined that this requirement would not be a provision of the District rule due to its considerable economic impact on individuals. The City may want to reconsider listing this as an implementation measure.

Please feel free to contact me should you have any further questions.

Sincerely,



Russ Mull, R.E.H.S.
Director of Resource Management

c: Julie Howard, LAFCO Officer

7.3 FHWA NOISE MODEL INPUT DATA

Appendix B

FHWA-HD-77-105 Highway Traffic Noise Prediction Model

Traffic Data Input Sheet - City of Shasta Lake Noise Element

Bollard Acoustical Consulting (BAC)

Development Existing Conditions

Land/Use: Ldn

Hard/Soft: Soft

Segment	Roadway Name	Segment Description	ADT	Truck Usage			ADT	ADT	ADT
				Day	Night	Week			
1	Shasta Lake Blvd	Shasta Lake Blvd to Shasta Lake Blvd	10000	85	15	2	16	65	
2		Shasta Lake Blvd to First Street Blvd	10000	85	15	2	16	65	
3		First Street Blvd to Southern City Limits	10000	85	15	2	16	65	
4	Adams Avenue	Shasta Lake Blvd to Lakeview Ave	4000	85	15	2	8	35	
5		Lakeview Ave to First Street Blvd	1500	85	15	2	8	35	
6		First Street Blvd to City Limits	1500	85	15	2	8	35	
7	Franklin Boulevard	Shasta Lake Blvd to Adams St	1500	85	15	2	8	35	
8		Adams St to First Street Blvd	1500	85	15	2	8	35	
9		First Street Blvd to Southern City Limits	1500	85	15	2	8	35	
10	Grand Central Boulevard	Shasta Lake Blvd to Shasta Lake Blvd	8000	85	15	2	8	35	
11	Lakeview Blvd	N. City Limits to Shasta Lake Blvd	1500	85	15	2	8	35	
12		Shasta Lake Blvd to Shasta Lake Blvd	1500	85	15	2	8	35	
13		Shasta Lake Blvd to City Limits	1500	85	15	2	8	35	
14	Shasta Lake Boulevard	Shasta Lake Blvd to Shasta Lake Blvd	2500	85	15	2	8	35	
15		Shasta Lake Blvd to Shasta Lake Blvd	1500	85	15	2	8	35	
16		Shasta Lake Blvd to City Limits	1500	85	15	2	8	35	
17	First Street Boulevard	First Street Blvd to Southern City Limits	1500	85	15	2	8	35	

Appendix B

FHWA-RD-77-108 Highway Traffic Noise Prediction Model Traffic Data Input Sheet - City of Shasta Lake Noise Element Bollard Acoustical Consulting (BAC)

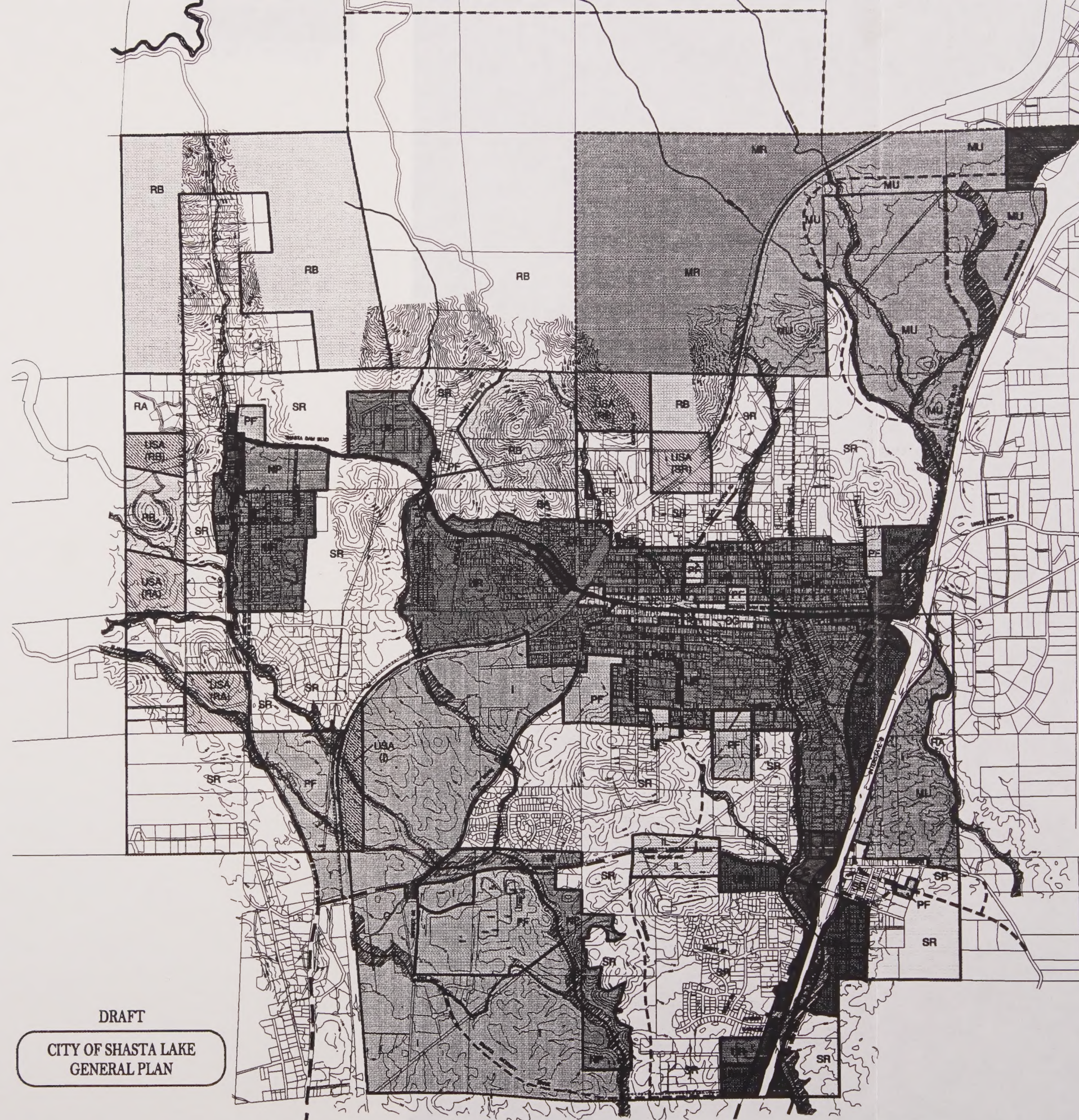
Description: Existing Conditions

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway Name	Segment Description	ADT	Day %	Night %	Truck Usage		
						Med.	Hvy.	Mph
1	Interstate 5	Northern City Limits to Shasta Dam Blvd.	30000	83	17	2	16	65
2		Shasta Dam Blvd. to Pine Grove Ave.	32000	83	17	2	16	65
3		Pine Grove Ave. to Southern City Limits	38000	83	17	2	16	65
4	Ashby Avenue	Shasta Dam Blvd. to La Mesa Ave.	4700	83	17	2	4	35
5		La Mesa Ave. to Pine Grove Ave.	3500	83	17	2	4	50
6		Pine Grove to City Limits	3500	83	17	2	4	50
7	Cascade Boulevard	Shasta Dam Blvd. to Allred St.	2300	83	17	2	4	45
8		Allred St. to Pine Grove Ave.	4300	83	17	2	4	45
9		Pine Grove Ave. to Southern City Limits	1000	83	17	2	4	45
10	Grand Coulee Boulevard	Shasta Dam Blvd. to Cascade Blvd.	2000	83	17	2	4	35
11	Lake Boulevard	N. City Limits to Shasta Dam Blvd.	2400	83	17	2	4	50
12		Shasta Dam Blvd. to Flanagan Rd.	1700	83	17	2	4	50
13		Flanagan Rd. to S. City Limits	3000	83	17	2	4	50
14	Shasta Dam Boulevard	Lake Blvd. to Shasta Park Rd.	2250	83	17	2	4	45
15		Shasta Park Rd. to Montana Ave.	6100	83	17	2	4	45
16	Twin View Boulevard	Montana Avenue to I-5	12000	83	17	2	4	45
17		Pine Grove Ave. to Southern City Limits	600	83	17	2	4	45





DRAFT
CITY OF SHASTA LAKE
GENERAL PLAN

LEGEND	
	Existing City Limit
	Future City Limit
	Sphere of Influence
	Minor Arterial
	Existing Collector
	Future Collector
	Residential Collector
	Trail System
	Land Use Limit
	100 Year Floodplain
	Rural Residential B (5 acres/unit)
	Rural Residential A (2 acres/unit)
	Suburban Residential (3 units/acre)
	Urban Residential (10 units/acre)
	Urban Residential High (20 units/acre)
	Mixed Use
	Commercial
	City Center Commercial
	Village Commercial
	Industrial
	Industrial Light
	Mineral Resource
	Community Park
	Public Facilities
	Federal Government

Diaz Associates

LAND USE
CIRCULATION

MARCH 28, 1999

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